

ENTERTAINMENTS

NEW SHIPMENT
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VICTOR RECORDSRECEIVED BY THE
S.S. "PANAMA MARU."ALL THE LATEST
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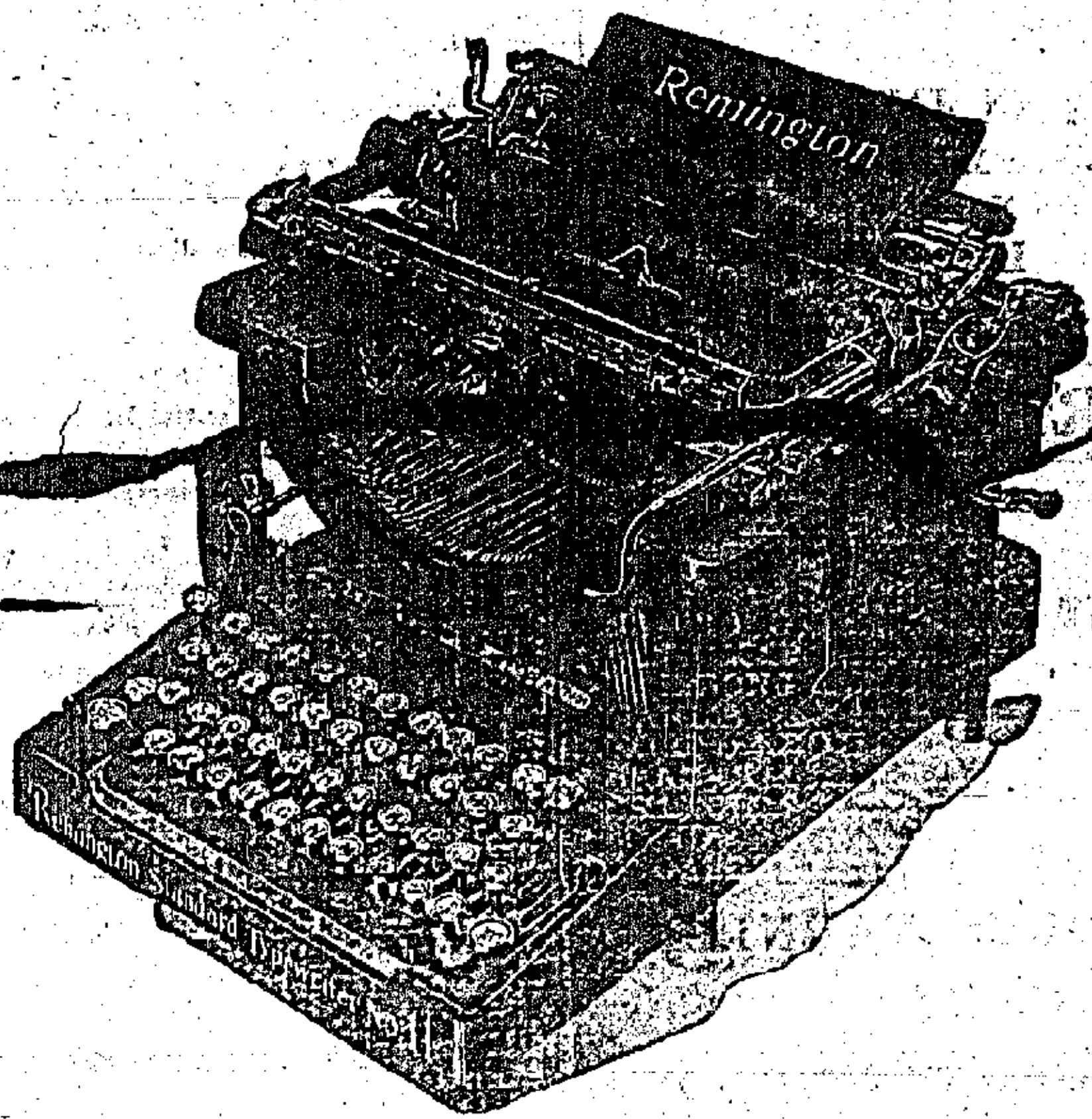
S. Montrie & Co., Ltd.

[31]

THE following are some of the notable features of the NEW "REMINGTON" Models 10 and 11—these Models constitute another epoch-making advance in the Progressive Development of the Writing Machine—

NEW COLUMN SELECTOR
(No. 10).
NEW ESCAPEMENT.
NEW KEY LEVERS.
NEW CARRIAGE.

NEW BUILT-IN DECIMAL TABULATOR
(No. 11).
REVERSIBLE TABULATOR RACK.
TYPE BARS.
NEW CARRIAGE GOVERNOR.



NEW CARRIAGE RELEASE SYSTEM. AUTOMATIC RIBBON MOVEMENT.
VARIABLE LINE SPACER. NEW METHOD OF CHANGING RIBBON.
NEW PAPER FEED. NEW TWO-COLOUR DIAL OR INDICATOR.
NEW MARGINAL STOP. NEW BACK SPACER KEY.

MUSTARD & CO.

Sole Distributors, HONGKONG AND SOUTH CHINA.

Hongkong, 23rd April, 1915.

HONGKONG HOTEL BUILDINGS.

[302]

WM. POWELL,
LTD.

(Gentlemen's Department).

We have just received a
GOOD ASSORTMENT OF

SUMMER UNDERWEAR

IN

"B.V.D." "AERTEX" AND "FLEXINET"
SPECIALITIES.

ALSO IN

INDIAN GAUZE AND

LIGHT "VIYELLA" SUMMER WOOL.

LIGHT WEIGHT PYJAMAS.

INSPECTION INVITED:

WM. POWELL, LTD.

[101]

BADEN-POWELL BOY SCOUTS
IN HONGKONG.

The Local Association of Boy Scouts having decided to raise by public subscription a small amount to enable a Scouts Hall to be built on a site given by the Military Authorities, desire us to publish the following explanation of what is meant by Scouting and the benefit that the boys derive from the training.

By the term Scouting is meant the work and attributes of backwoodsmen, explorers and frontiersmen. In giving the elements of these to boys we supply a system of games and practices which meet their desires and interests and is at the same time educative. From the boys' point of view, Scouting puts them into fraternity gangs, which is their natural organization whether it be for games, mischief or loafing; it gives them a smart dress and equipment; it appeals to their imagination and romance and it engages them in active and open-air life.

From the Parents' point of view, it gives physical health and development, it teaches energy, resourcefulness and initiative, it puts into the lad discipline, pluck, civility and patriotism; in a word it develops character, which is more essential than anything else to a lad for making his way in life and which is yet practically untaught in the schools. The method of instruction in Scouting is that of creating in the boy the desire to learn for himself, and not by drilling knowledge into him.

From the national point of view, then our aim is solely to make the rising generation into good citizens. We do not interfere with the boy's religion, whatever form it may be, though we encourage him to practise that which he professes. Our training divides itself under three heads:

1. Individual character training in resourcefulness, observation and self-reliance to gain the Scout's badge.
2. Handicrafts or hobbies which may help the boy to make his way in life, for which we give proficiency badges.
3. Service for the State, such as fire-brigade, ambulance, messenger, sailor, life-saving and volunteering.

Scouting appeals to boys of every class and can be carried out in all countries.

The following is what we teach and how we get the boys to acquire character. In the first place we make the scout promise on his honour to do his best to carry out the Scout Law, which is:

1. A Scout's honour is to be trusted.
2. A Scout is obedient.
3. A Scout is a friend to all and a brother to every other Scout, no matter in what social class the other belongs.
4. A Scout is courteous.
5. A Scout is a friend to animals.
6. A Scout obeys orders.
7. A Scout is clean in thought, word and deed.
8. A Scout is thrifty.
9. A Scout is clean in thought, word and deed.
10. A Scout is a friend to all and a brother to every other Scout, no matter in what social class the other belongs.

The whole object of Sir Robert Baden-Powell in inaugurating this great scheme of Boy Scouts is to seize the boys character in its early stage of enthusiasm and to endeavour to mould it into the right shape.

The Chief Scout lays down the necessity of a separate Headquarters for the Scouts, a place of their own in which they can practise their various handicrafts. In Hongkong for the past 18 months the Scouts have had the privilege of using St. Patrick's Hall and various classrooms at St. Joseph's College. These were not suitable places for various reasons and now that the movement has widened and in all probability will continue to do so, it is imperative that a Central Hall should be available for all scouts irrespective of denomination or creed.

The training of a scout is varied and, as before noted, is calculated to make the boy grow up into a good self-reliant citizen. Among the various lines for which the Scout would be available would be as a gymnasium, for first aid classes, first-aid work and wood carving, shorthand, etc., all of which tend to improve a lad's mind and help to make him a strong useful member of the community. These compared with the other outdoor attractions will, we feel sure, show that the movement is worthy of support, and combined with the various exercises of outdoor scout work, will make the boys of to-day sturdy, useful citizens of tomorrow.

Any lady or gentleman desirous of assisting either as Scoutmaster or by contributing to the Scout's Hall Building Fund may do so by communicating with the undermentioned Officials:—Lady May, President; Commodore Austruther, R.N., Commissioner for Scouts; Lieut. E. R. Kennedy, 18th Infantry, Chief Scout; Mr. N. J. Stahl, Treasurer; or Mr. E. H. Ridgett Farrell, Secretary of the Local Association of Boy Scouts.

BRITISH GOODS FOR BRITISH
COLONIES.BOYCOTT OF GERMAN GOODS IN
AUSTRALIA.

A report from Mr. Miura, Japanese Commercial Commissioner in Australia, received by the Tokyo Foreign Office a few days ago, says that on February 25th a meeting was held in Sydney, of representatives of the Chamber of Commerce and other commercial and industrial organizations in Australia and New South Wales, the gathering numbering five hundred. Mr. Shimidzu, Japanese Consul, was also present.

A resolution was passed boycotting German goods, and urging Australian merchants and retailers to give the preference to British goods and those of the Allied Powers. It was further agreed that Australians shall prevent the entry of German goods into Australia, and do all in their power to encourage the use of British articles in Australia. Japan Gazette.

THE AWAKENING OF
ENGLAND.

AN AMERICAN VIEW.

In an article on the gradual awakening of England to the magnitude of the war, Mr. Will Irwin, the well-known American correspondent, writes in the *Weekly Dispatch*—

LONDON THEN AND NOW.

In those days when the Germans were striding without interruption toward Paris, in those later and more deeply depressing days when Calais was steadily, impatiently, we neutrals felt the little impatient with London. Save for the darkened streets, the uniforms, the display of military goods in the shop windows, London seemed to be going on much as usual. There were theatres; and the theatres were full. There was dancing in the cafes and hotels; and the floors were crowded. A Londoner here and there told us that London appeared "very different." He had not seen Paris, nor the smaller French cities whose mood was, in little, the mood of Paris. He had not seen Brussels nor Louvain nor Liege. There was no use of trying to tell him who had not seen. So we let it go at that. London was "very different."

All this in October, and now, London revisited after three or four months begins to take on the aspect of a city at war. The change is subtle, so subtle that it defies general description. One sees it mainly in little things. If there is any large sign, it is the changed appearance of the London crowds. There is less vitality in their movement; they seem more languid, somehow. This was a phenomenon of the French crowds last summer. One observed them a long time before he perceived that this was due to a scarcity of young, lusty men. Again, London appears, externally, to be going a little to seed, as every French town appears to have gone wholly to seed. This, in itself, constitutes a good sign. One doesn't do a hard and dirty job in a dress suit, but in overalls. The plumbing in the bath-room of your once highly efficient hotel is out of order. It stays out of order for days on end. When you complain the people that seem impossible to keep things in repair, so many men have gone to the war. You make a purchase late in the afternoon, and ask to have it delivered that night. The shopkeeper is sorry; it cannot be done. So many men have gone to the war. You visit one of those London houses where, once, order and service came as naturally as a process of nature. The hall is piled or littered with Red Cross or military equipment or dudded. The service goes by jerks. The war, which passed lightly over the face in October, has struck

WEARING A MASK.

It has struck in harder, doubtless, than any outsider can see from the mere appearance of things. No race, not even the Chinese, shows less on the surface what is going on inside than the English. Some of the most successful of the English is due, no doubt, to their "front." Your Briton is continually fooling the alien races by an appearance of blank stupidity which hides talent or genius; and his success, probably, is due to this. There is a certain real common sense in his struggle to keep all things—whether business or pleasure—going as usual. Perhaps the Parisian takes the war a little too hard. Perhaps he would far better if he should relax in the unessential. To an outsider the proposal to hold Ascot as usual seems a shocking offence to Allies who have neither time nor soul-energy for festivals of their own; that it should have been even proposed seems to prove some strange flaw in English character. But the promoters of the Ascot, the hotels, the cafe, the theatre, so long as people do not overdo the thing, appears only proper relaxation from a very serious piece of work.

Least of all can one understand the attitude of certain super-sensitive English people who object to the sight of British officers and privates in uniform dancing or dining in public. Let us make of life no worse a mess than it is already. If I were going to the line, I am sure I should feel not only justified, but eternally right, in taking my girl out and eating and having my flirt. There is only so much fortitude in any of us; why waste any of it before the time comes which calls for all fortitude? To husband one's fortitude—not to make a fuss until it is necessary—seems the English way. I am not sure but that that is one of the great English strengths.

SCOTTISH SERIOUSNESS.

Now Scotland, or at least the capital of Scotland, makes a different appeal. One knows at once that you are in the midst of war. It is not so much the bagpipes sounding back and forth from the Castle to Arthur's Seat; it is not so much the uniforms in the streets, or the officers making brown the dining-rooms in the hotels; it is the spirit in the people. They are taking it seriously, and they show it. The statistics on recruiting, even they are published, would show it also. One can smile with tender humour at the contrast between the English regiments and the Scotch regiments as they swing down High-street or Prince-street. The English show that they regard the proceeding casually and will continue to regard it casually until the time really comes to make a fuss. The faces of the Scotch are set and dour and hard—the face which I understand, the Germans fear most to see behind the sights of a rifle. The bagpipes skirl everywhere ahead of the marching regiments. We have cursed the bagpipes as a caricature on music in old days. Now I know what bagpipes are made for. In those times they stir up the martial spirit until it thrills to the very toes.

The German regiments march with a kind of shuffling thump; a gait figured out mathematically, doubtless, as giving the greatest pace with the smallest expenditure of energy. As they come down in unison on their heavy cowhide boots they seem to shake the earth. It sounds like the tramp of conquerors. The French have a freer swing. Their rawest levies show a little of the gift of veterans. Yet the British—Scottish, English, Welsh, and Irish alike—have something about their marching which the others lack. What was it? I wondered. Suddenly my mind

went back to the grand parade of nations at the Olympic Games of 1912—and I understood. On that day the trained muscle of the whole world paraded before the King. The young men of the conscript Continental nations marched past with the military gait and carriage which they had learned in their years with the colours—cheers far out, hands with palms forward. Among them stood by contrast the 50 Britons and the 100 Americans. These advanced with a free, easy, natural swing, walking as Greek statues would walk should they suddenly come to life. We of the English-speaking peoples, the sporting peoples, thrilled at it. We were vastly amused, therefore, when the Continental newspapers came back to notice that the Continental journalist called this gait "sloppy"—or its equivalent in the Continental tongues.

SPORT AS TRAINING FOR WAR.
Now that gait of the trained Anglo-Saxon athletes at the Olympic Games was the gait of these English soldiers. The thing lacking in the Continental armies, in short, and present in the British, was athletic training. These men, unlike the European conscripts, had played cricket or football, had ridden or run cross-country, since they were old enough to get about alone. Primarily, they were athletes, with the athletic sense in their muscles and athletic instinct in their brains. Your soldier is only a glorified athlete, and war is the greatest of all sports. In that gait of theirs lay hidden the secret of England's new armies—the miracle of making soldiers in a few months. Half the technique of soldiering, and that perhaps the most important half, they have been learning just for fun all their lives. A new army could never have been prepared for the front so soon in any conscript country in the world or in any country, except, perhaps, my own—which has the same love for sport as Britain.

Training, training wherever one goes in England, until by the shortage of labour here and there, the perplexity of certain industries, you perceive that the new army is creeping up toward conscript figures. The motor-car turns a corner; you are by a village green; a company in khaki is practising skirmish tactics. You turn into a road; a company in multi, their diversity of places proving their diverse social grades, is making a practice march. Everywhere you feel now—as you could not feel last autumn—the stir, the gradual uprising of a people.

COMPANY REPORTS.

HONGKONG ELECTRIC CO., LTD.

Subject to audit, the Hongkong Electric Co., Ltd., propose—
To pay a dividend of 20 per cent. say \$2 per share on 60,000 shares \$120,000.00
To place to reserve 70,000.00
To write off plant account for depreciation 145,216.26
To write off property account for depreciation 10,000.00
To write off furniture account for depreciation 633.31
To pay a bonus to staff 7,705.97
To carry forward to next account 59,700.09
\$412,375.68

THE BANK OF CANTON, LIMITED.

The report of the board of directors to the shareholders is as follows:—

GENTLEMEN.—The directors have now to submit to you a general statement of the affairs of the Company and balance sheet for the year ending 31st December, 1914.

The net profits for that period, after paying all charges, leave \$102,231.21, which, added to balance brought forward from 1913, \$10,000.21, amounts to \$112,231.42 for appropriation.

It is now proposed to deal with the net profits as follows:—

To transfer to reserve fund \$20,000.00
To write off furniture, fixtures, and vault 160.84
To write off stationery account 731.05
To write off organization account 1,000.00
After making these transfers, there remains for appropriation \$91,000.53, out of which the directors recommend the payment of a dividend at the rate of 6 per cent. p.a. on the capital, which will absorb \$74,564.14, leaving a balance of \$16,436.39 to be carried to new profit and loss account.

There is no need to detail the course of events so fresh in memory, which in the first few days of August drew the major part of Europe into a state of war.

The effects of this colossal war naturally made themselves felt all over the world, putting a sudden strain on the finances of every country.

Large cash balances had to be kept on hand, which, added to the difficulty of transferring money from our various correspondents, forced us to leave a substantial amount of money unproductive. Shareholders will see with pleasure that notwithstanding the adverse circumstances the present balance sheet compares favourably with last year's.

In accordance with the Articles of Association Messrs. Tang Yat Chun, Li Po Lung, Li Ping Hau, and Tang Chung Chai retire from the board, but being eligible for re-election, offer themselves accordingly.

Messrs. Choy Chong and Ng Tung Kai were our auditors for the past year; they now retire, but offer themselves for re-election. The accounts have been audited by Messrs. Percy Smith, Seth & Fleming, Look Poo, and Shaw.

Chairman.

Hongkong, 10th April, 1915.

HONGKONG TRAMWAY CO., LTD.

The following are the Company's figures for week ending April 24th:—
Receipts \$ 10,193
Decrease compared with corresponding week last year \$ 485
Aggregate to date 17
No. of weeks 162,077
Total \$ 20,572
Decrease to date \$ 20,572

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL
WATER"

IN QUARTS, PINTS AND SPLITTS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

Sole Agents:

CALDBECK,
MACGREGOR & CO.
(18)

A NEW PAINT FOR THE EAST.

"CYGNITE"

(Registered).

"CYGNITE" is a new white paint ready for the brush specially prepared for Tropical climates.

It is common knowledge among users of White Leads and Zincs that they will not stand outside exposure in hot climates.

"CYGNITE" does not assume that glassy condition of White Zinc or the powdering off effect of White Lead.

"CYGNITE" is ideal for Household or Hospital, Yacht or Bungalow decoration.

Stocked by the manufacturers in handy pots of 7 lbs. nett.

WILKINSON,
HEYWOOD &
CLARK LD.

(HONGKONG BRANCH),

ALEXANDRA BUILDING.

Telephone: 733.

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FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[544]

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA,
HONGKONG.

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ALLEGED ATTEMPTED BRIBERY.

LOCAL ARMY CONTRACTOR COMMITTED FOR TRIAL.

At the Magistracy yesterday the hearing was concluded of the case in which a Chinese, described as the manager of Wing on, coal contractors, is charged with inciting and attempting to induce Staff-Sergeant Hawkins, of the Army Service Corps, to accept a bribe of \$100. The prosecution alleged that the defendant offered the Sergeant a bribe in order that unscreened coal should be allowed to pass, whereas the contract stipulated that screened coal only should be supplied.

Sergeant Hawkins, recalled, said that it would have been possible for the defendant to send through unscreened coal with witness's consent.

Captain G. P. Lammert deposed that he remembered the Sergeant coming into the Supply Office on the morning of the alleged offence. The Sergeant made a certain complaint to him, and handed witness an envelope. The nature of the complaint was that he (the Sergeant) had been offered the envelope and its contents as a bribe. Witness examined the envelope, and found inside ten \$10 notes.

Captain F. E. Milner-Jones, of the Army Service Corps, deposed to certain correspondence with the defendant's firm. A man in Sergeant Hawkins' position would not be permitted to borrow money from a contractor, or to have any social dealings with him. He would be liable to court-martial if he broke these regulations.

The head coxswain of the Army Service Corps launched deposed that after the first consignment from the defendant's firm had been sent, defendant came to him and asked if any complaint had been made about it. Witness replied that the Sergeant had not complained that morning. Defendant said the contract was very cheap, and he asked witness if he would "say a few words to the Sergeant for him." He asked witness to tell the Sergeant that if he made no complaint he "would give him something." Witness replied that it had nothing to do with him, and told the defendant that, as he spoke English, he could speak direct with the Sergeant. Defendant said he would come back and see the Sergeant on the 6th April. On the morning of that date he saw the defendant outside the Transport Office. He came in and asked witness for the key to the match.

Mr. E. R. Dovey, Government Analyst, stated that he had examined the signature on the i.o.u. (alleged to be a forgery), and also genuine signatures on a number of receipts signed by the Sergeant. He found the signature on the i.o.u. to be a forgery. When Exhibit F (signature on the i.o.u.) was placed above the signature on Exhibit E he found that they coincided to a remarkable degree, and he suggested that the signature on exhibit E was traced from that on exhibit F. There were two principal differences, namely, in the writing of the "t" and in the crosses through the "t". The outline lines of the "t" had been written in the original somewhat faintly, and would not have shown through a strictly. A forger would have to write it himself, and the consequence was that the loop was written in exactly the reverse way. The Crown Solicitor—He looped the loop the wrong way. (Laughter.)

Mr. Grist received his defence, and the case was committed to the May Criminal Sessions.

The question of bail was raised, and the Crown Solicitor said that other charges would be added, and he would ask that bail be very substantial.

His Worship said he thought the position was distinctly more serious now than at the previous hearing, and he did not feel that \$2,000 was enough. He should fix bail at \$5,000.

ALLEGED THEFT FROM A STEAMER.

Before Mr. J. R. Wood at the Magistracy yesterday four Chinese were charged by Detective-Sergeant Wills with the larceny of 100 fathoms of Manila rope and 70 fathoms of steel hawser, from the "Tijmanoeel." Sergeant Wills stated that the first defendant and another man who was not in custody hired a sampan at Yau-mat and took it alongside the steamer. They then climbed over the side and stole the property. The case was remanded.

REWARDS FOR LOAN SUBSCRIBERS.

It is reported, says a Peking contemporary, that the Government will promulgate a set of regulations governing the granting of rewards to those who subscribe largely to the Domestic Loan. According to the proposals made in Government circles, those who buy loan bonds to the amount of five hundred thousand dollars will be offered certain appointments in the Government. Those whose subscription to the loan exceed \$400,000 dollars will be awarded the 1st class China Medal Decoration, over \$300,000 dollars the 2nd class China Medal Decoration, over \$200,000 dollars the 3rd class China Medal Decoration and so on. "Subscribers below fifty thousand dollars will receive no reward."

LOCAL SPORT.

HONGKONG TENNIS TOURNAMENT.

The following is the result of the game played yesterday:—

Handicap Singles, "A" class.—Semi-final. Green (owe 30), beat Hattersly Smith (owe 3/5), 6-4, 7-6, 8-3.

To-day, in the Professional Pairs Faichne and Hattersly Smith meet Maas and Hewitt in the semi-final. Abraham and Vivenst will also meet in a semi-final game in the "A" class of the Handicap Singles.

RIFLE SHOOTING.

R.N. DOCKYARD BEAT THE SHROPSHIRE.

A shooting match yesterday at Tai Hang range between the R.N. Dockyard and the Shropshire L.I. was won by the Naval Yard by 51 points. Scores:—

	200 yards.	300 yards.	400 yards.	Total.
E. J. Connors	33	35	32	100
R. Stewart	33	31	28	92
A. J. J. Brock (Capt.)	33	29	29	91
F. Goodman	31	31	25	87
J. Tooker (Junior)	31	28	25	84
H. R. G. Elson	28	27	28	83
W. R. Cousins	28	27	28	83
T. R. Day	31	24	26	81
				707

Less 4 per cent. for use of aperture sights ... 23

SHROPSHIRE.

	200 yards.	300 yards.	400 yards.	Total.
Sergt. Small	28	31	25	84
Leut. Hughes	30	28	23	81
Sergt. Davies	27	33	30	90
Private Stinchcombe	23	28	28	79
Sergt. Cotton	24	29	25	78
Sergt. Morris	25	26	27	78
Sergt. Moore	31	28	19	77
Sergt. Gardener	27	26	24	76
				633

Less 4 per cent. on two scores for use of aperture sights ... 6

SHROPSHIRE.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The race for the Commodore's Cup will be sailed on Saturday 1st May over the following course:—Lyemun Beacon (P) Kowloon Rock (P) Mark Boat Club (P) Channel Rock (P). Distance 9.4 miles. Preparatory Gun 1.25 p.m. Starting Gun 1.30 p.m.

There will be a race for ladies starting at 4.30 p.m. should a sufficient number of boats have finished for the Commodore's Cup before this hour.

The prizes for the various races won during the season will be presented at the conclusion of the day's sport.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—The undermentioned having joined the Corps, are allotted Corps numbers and posted as follows:—
No. 1812 Private J. Easton to Stretcher Bearer Section.
No. 1813 Private J. Macdonald to Scouts Company.

LEAVE.

2.—The undermentioned are granted leave of absence as follows:—
Private F. McD. Courtney from 1st May, 1915, to 1st May, 1916.
Bombier J. L. McPherson from 5th May, 1915, to 5th June, 1915.

WEEKLY REPORTS.

3.—The weekly state is required at the Orderly Room not later than 5 p.m. to-day, 29th instant.

AWARDES.

4.—Parades for Thursday, 29th instant.
5.00 p.m. Civil Service Co.—Table "C" M.G. Course on Kennedy Rd. Range.
5.10 p.m. Central Section M.G. Co.—Table "C" M.G. Course at Kowloon Dock (for Dock members only).
5.30 p.m. Nos. 1 and 2 Sections Artillery Battery and Left Section M.G. Co. 10 p.m. drill at Headquarters.
5.30 p.m. Scouts Company—Company Drill and Skirmishing at Happy Valley. Fall in on road between Law Courts and City Hall at 5.15 p.m. and proceed by special tram. Remainder: Nil.

DETAIL.

5.—On duty until 7 a.m. 1st May: H.K.V.R.
Next for duty—Nos. 1, 2 and 3 Sections Scouts Company.
G. E. STEWART, Capt., Adjutant, H.K.V.C.

There was some hilarity in newspaper offices in Fleet Street recently, when the tape machine ticked off the following message: "The L.C.C. has arranged to wait until peace is declared before deciding its policy with regard to lady doctors and marriage. Meanwhile, the ladies must resign if they worry." The correction came later—"if they marry."

HOW TO DO BUSINESS WITH CHINA.

OPENINGS IN THE YANGTZE VALLEY.

GERMAN BUSINESS METHODS.

H.M. Consul-General at Hankow (Mr. H. H. Fox, C.M.G.) has reported as follows, under date of December 4th, 1914:—

German manufacturers had gained many advantages by being willing to provide their agents with samples of even large machines; if the machine is sold, much is gained, if not, it remains on show. Samples of British machines, even for show purposes, must nearly always be purchased by the importing firm. The firm which attempts the business has, therefore, to suffer the locking up of a large amount of capital towards which the British manufacturer refuses to contribute a share.

The German manufacturer again is generally alive to the importance of sending out catalogues which are fully illustrated and descriptive of his products, and which contain information to enable a customer, with perhaps only a superficial knowledge of engineering, to select the exact plant which will suit his requirements, both with regard to output and cost. In this connection it is suggested that British manufacturers would do well to consider the preparation of separate illustration sheets, each dealing with one particular machine, which can be given to prospective purchasers. The Chinese buyer always wishes to have a picture of the machine he is purchasing, and the sheets might advantageously contain a short description in Chinese of the particular machine illustrated.

Another factor which has operated to the advantage of German manufacturers is the fact that German firms are generally more willing to finance Chinese enterprises, especially of a semi-official or official nature. It is made a condition of these loan contracts that the whole of the machinery and supplies for the period of years covered by the loan shall be purchased exclusively from the firm advancing the funds.

THE REWARD OF PATIENCE.

Attention is drawn to the advantages reaped in the import business by the presence at places far inland of Germans primarily employed in purchasing export produce. These men, the majority of whom speak Chinese, are all over the country in places unvisited except by missionaries and travellers, and even penetrate to several places on the Upper Yangtze and at Chengtu, 2,000 miles by water from the coast. They have unparalleled opportunities for gauging the possibilities of extending the use of German goods, and for soliciting orders for machines, etc. Their principals adopt the wise policy of not expecting immediate business, and are often content to keep an agent for months in some provincial capital waiting for orders, which, when they do come, more than pay for the delay.

As regards British agencies held by local German firms, United Kingdom manufacturers and merchants are warned that the war has imported an element of risk into their relations with German firms in Hankow. The German authorities have instructed their nationals that it is illegal to remit money to the United Kingdom, directly or indirectly, and have issued a warning against dealing with British banks and shipping in British vessels.

Contracts with British banks in respect of export cargo shipped before the war have accordingly been repudiated absolutely. Owing to the principle of extra-territoriality there is no redress obtainable as in other neutral countries, in the Chinese Courts; the German Consular Courts, which alone have jurisdiction, are, of course, closed to enemy plaintiffs. The situation is equally embarrassing in the case of imports shipped by British firms to German houses in Hankow before the war and financed by British banks. The German importers have formally notified the banks that, although they are willing to pay into their accounts the proceeds of sales made to dealers, they will not authorise the banks to remit home, and that, should the banks do so, they will not recognise the exchange at which the banks may remit. It should be obvious that it is to the interest of exporters in the United Kingdom to make the closest inquiries regarding the nationality of the firm to which they propose to consign any goods. There are British firms in Hankow which are fully capable of handling the business, which has in the past gone to their competitors, and their names can be obtained on application to the Commercial Intelligence Branch of the Board of Trade, 73, Basinghall-street, London, E.C.

MARKET FOR MACHINERY OF ALL KINDS.

The following articles imported into Hankow have hitherto been largely of German or Austrian origin:—Machinery of all kinds, small tools, hardware, such as galvanised, corrugated, and flat sheets, wire nails, rods and bars of various sections, window glass, nail rods, copper and brass bars, and sheets, needles, Berlin wool, braid, buttons, ribbons, trimmings, lamp, soap, wash basins and enamelled ware, aniline dyes, chemical products, and electrical material and fittings, metal goods and saucers, and generally small metal goods of inferior quality and low price. German manufacturers of piece-goods and fancies imported at Hankow consist chiefly of cheap waste-cotton printed blankets and small sundries such as baby-clothes, men's vests, caps and hats, etc. Cotton trousers are imported, also from Austria and Italy.

Most of the trade in imported goods is done with dealers in Hankow, and the exploitation of the interior and treaty ports further removed from the coast is left entirely to them. There is no doubt that the business could be much expanded if this exploitation could be undertaken to a large extent by foreigners. The (merchant) firms in China are not in a very good position to do this, unless they are materially assisted by manufacturers and

exporters at home. Some goods of course lend themselves better than others to this treatment.

Some firms have been very successful in organising upcountry agencies under Chinese merchants for the sale of sewing machines, knitting machines, patent medicines, and the like. Many other articles could also find an extended market in this way. It would of course be essential that the goods should be sent out on consignment to agents.

German manufacturers seem to be more alive to the requirements of the Chinese market, and to be more willing to assist the merchant on the spot. The machinery trade affords an example of this. Much machinery of British origin has been imported through German manufacturers, and are naturally prone to push German in preference to British goods wherever possible.

THE SINKING OF THE "NILE."

MARINE COURT INQUIRY AT OSAKA.

In the Osaka Marine Court a public inquiry was held on the 6th instant into the sinking of the P. & O. *Nile* off Uwajima, in the Inland Sea, on January 11th last. The proceedings were presided over by Examiner Ishikawa, with Messrs. Kadowaki and Kadowaki as Associate Examiners, and Mr. Yoshida as Prosecutor. Captain King, who was the pilot on board the *Nile*, was examined, but no adviser appeared on his behalf. The following is a translation of the official record of the proceeding as published by the *Japan Chronicle*:—

After answering the usual preliminary questions, Captain King deposed that he had suffered neither from insomnia nor from neurosthenia. Proceeding, he said the *Nile* stranded at about 12 a.m., and sank about 1 a.m., but he did not remember what day it was. The port side of the steamer struck on the rocks off Uwajima. At the time the Captain of the *Nile* was in his cabin, the Second Officer and a quartermaster being on the bridge. It was rainy at the time, with a strong W.S.W. wind, but the sea was not high. The weather was thick, and the range of vision was not more than a mile. When the steamer struck, the boats were swung out, and after the passengers were all taken off, the crew left the ship. The passengers and crew were rescued by the Japanese steamer *Fukuyama-maru*. As soon as the steamer struck, the Captain came on the bridge. The *Nile* left Moji at half-past nine the previous day, but Captain King did not remember what day it was. He denied having said at the preliminary examination in Kobe that the *Nile* left Moji at a quarter past nine, but stated that she left at about half-past nine. As far as Moiyama his course was S. 85deg. E., and the vessel went at full speed. He did not remember when the steamer came abeam of Moiyama, but he did remember when she passed that place at a distance of about a nautical mile. He denied having given this distance as a mile and a half at the preliminary examination. From Moiyama the steamer steered S. 78deg. E., and made 11½ knots until she stranded. He intended to "pass the Hojiro Rock, where the steamer went aground, off Uwajima, at a distance of half a mile. When the *Nile* arrived at Uwajima, it was raining hard, and the distance could not be seen. He did not remember when the *Nile* came abeam of Himejima, nor did he remember when he saw the Himejima light; neither could he tell when the steamer was abeam of Uwajima. After coming abeam of Himejima, he saw the Yashima light bearing S. 80deg. E., the course then being S. 78deg. E.

CROSS-EXAMINATION OF THE PILOT.
Captain King said he could not explain the cause of the vessel stranding. He did not say at the preliminary examination that the steamer was carried out of her course by the tide; there were no strong currents there. He denied saying at the preliminary examination that the steamer drifted about half a mile. He could not think of any cause likely to have led to the accident.

By the Presiding Examiner: Assuming that the steamer stranded on account of the set of the current the accident would be due to the pilot's negligence?—I do not know that there was any set. If it was not the tide, what is responsible for the stranding?—I admit, my fault, but do not know the cause of the accident.

You said when you passed Himejima, the chart to verify the position of the steamer?—No, I am quite familiar with the route.

When you saw the Yashima light bearing S. 80deg. E., you were already too close to the Hojiro Rock, were you not?—No.

By Examiner Kadowaki: Your statements to-day are quite different from those you made at the preliminary examination at Kobe. The incidents were fresher in your memory at the preliminary examination than to-day. Do you object to our giving credence to your statements at the preliminary examination?—No, I do not object.

Prosecutor Yoshida then addressed the Court, and said that according to Captain King, the *Nile* passed Moiyama at a mile's distance, a light was posted at S. 78deg. E. Himejima light was posted at a distance of three miles, and the same course was followed. This course was three-quarters of a mile or a mile too far north, being extremely near the Hojiro Rock, and therefore it was not surprising that the steamer struck. If the course Captain King took with the *Nile* was that which he usually followed, the accident must be due to the set of the tide. The *Nile*, when east of Himejima, must have been carried out of her course by the tide, and thus driven on the Hojiro Rock. In these circumstances the accident was due to the fault of the pilot, and his licence should therefore be suspended for at least a year.

Captain King made no statement in defence. The Presiding Examiner announced that judgment would be delivered on April 20th.

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

"B. V. D." SLEEPING SUITS

WHITE NAINSOOK \$3.00 PER SUIT.
ALL SIZES.

COLOURED SOIESETTE \$4.75 PER SUIT.
ALL SIZES.

"B. V. D." UNDERWEAR

COAT CUT VESTS \$1.50 & \$2.50 Each.

KNEE LENGTH DRAWERS \$1.50 & \$2.50 Per Pair.



Go To Bed
Happy. Get Up Happy.
Wear a
Loose-Fitting
B.V.D.
(Trade Mark)
Short Sleeve, Knee
Length Sleeping Suit.
Made from this cool fabric that let
the air through. Cut on full free
lines that prevent tightness at any
point. The comfiest sleeping suit to
be had. Not a penny more costly
than night apparel of any other sort
that you might purchase.

LIGHT WEIGHT

PYJAMA SUITS

IN CEYLON, WOOL CREPE, WOOL TAFFATA, VIVELLA.

From \$6.00 to \$10.00 Per Suit.

LANE, CRAWFORD & CO.

THEATRE ROYAL.

THE HOWITT & PHILLIPS CO.

FOR THREE PERFORMANCES ONLY.

TO-NIGHT! TO-NIGHT!!

THE WORLD-WIDE SCREAMING FARICAL COMEDY,

"CHARLEY'S AUNT."

PRECEDED BY THE ONE-ACT PLAYLET

"A PAIR OF LUNATICS."

Played by Mr. CARL LAWSON and Miss DORIS PHILLIPS.

FRIDAY, 30TH APRIL.—

AND LAST PERFORMANCE,

Under the Distinguished Patronage and in the Presence of Major General F. H. KELLY, C.B.

"DAVID GARRICK."

Followed by the Great

"DER TAG."

by Sir J. M. HARRIS.

This One-Act Play caused tremendous sensation in London recently
65% N.B.—50 per cent. of THIS NIGHT'S GROSS RECEIPTS will be given to the
TOBACCO and CIGARETTE FUND for the SOLDIERS AT THE FRONT.

PRICES AS USUAL:

COMMENCING AT 9.15 P.M. SHARP.

BOOKING AT MOUTRIE'S.

Hongkong, 27th April, 1915.

[541]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

NEW ADVERTISEMENTS

THE NEW AMOY DOCK COMPANY, LIMITED.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY YEARLY MEETING of the SHAREHOLDERS in THE NEW AMOY DOCK COMPANY, LIMITED, will be held in the Office of the General Managers in Amoy on SATURDAY, the 8th day of May, 1915, at 11.30 of the clock in the forenoon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts for the 31st December, 1914, and for the election of Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th April to 8th May, 1915, both days inclusive, during which period no Transfer of Shares can be Registered. AND NOTICE IS HEREBY ALSO GIVEN that at the same place and on the same day at 11.30 of the clock in the forenoon or to soon afterwards as the ANNUAL GENERAL MEETING shall be concluded, an EXTRAORDINARY GENERAL MEETING of THE NEW AMOY DOCK COMPANY, LIMITED, will be held, when the proposed Resolutions will be proposed as Extraordinary Resolutions—

- (1) To consider, and if thought fit, approve the draft new Articles, copies of which will be sent to shareholders before the Meeting. And, in the event of the approval thereof, with or without modifications;
 - (2) To consider and, if thought fit, to pass an Extraordinary Resolution to the effect:—
- That the new Articles already approved by this Meeting and for the purpose of "modification" submitted by the Chairman, and that such Regulations be approved, and they are hereby adopted as the Articles of the Company to the exclusion of, and in substitution for, all the existing Articles thereof."
- Should the above Resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.
- Dated this 23rd April, 1915.

TAIT & Co.,
General Managers.
[548]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

DURING my Absence and until further Notice Mr. MOWBRAT STAFFORD NORTHCOPE has been appointed ACTING SECRETARY.

By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary.
Hongkong, 23rd April, 1915. [532]

NOTICE.

THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the Club House, HARRY YAU, on MONDAY, the 3rd May, 1915, at 5.30 p.m.

By Order.
K. M. CUMMING,
Hon. Secretary.
Hongkong, 23rd April, 1915. [530]

A Vendre aux enchères publiques deux Usines à fourneaux à paddy sises à Cholon (Cochinchine française) avec matériel et outillage appartenant aux Sociétés "RIZERIE ORIENT" et "RIZERIE UNION".

La Rizerie "Orient" outillée avec un matériel "Douglas et Grant" entièrement neuf peut produire environ 500 tonnes de riz blanc par 24 heures.

La Rizerie "Union" outillée partie avec un matériel "Douglas et Grant" en bon état et partie avec un matériel "Schule" en excellent état d'entretien peut produire environ 300 tonnes de riz blanc par 24 heures.

Il existe un matériel d'occasion comprenant une chaudière 33 chevaux et 9 sémaphores dont la cession pourra être consentie à prix d'estimation aux adjudicataires des Rizeries.

A défaut d'adjudicataire, ce matériel sera vendu aux enchères.

La vente n'aura lieu que si les offres atteignent \$500,000 de Saigon pour la Rizerie "Orient" et \$450,000 pour la Rizerie "Union".

Les offres et les demandes de renseignements sont reçues à l'Etude de Maître GILLES-PAPIN notaire à Saigon (Cochinchine française).

Code A. B. C. 5th édition.

Adresse Télégraphique GENDREAU Saigon. [535]

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 8 A.M. to 1 p.m. and 2 to 4 p.m. daily.

Hongkong, 16th February, 1915. [292]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that in respect of all SEASON TICKETS available for Three Months issued on and after 1st May, next, the respective Prices will be as follows:—

Gentlemen	...	\$38.00
Ladies	...	\$18.00
Children	...	\$12.00

and that the Price of Servants' Punch Tickets available for 20 Rides will be \$1.20.

Season Tickets expiring in April can be extended to April 30th, on same terms *pro rata* as now in force, but no three-monthly Season Tickets and no Annual Tickets will be issued in April.

Notice is further given that on and after 1st May next, daily return Tickets and Annual Tickets will be abolished.

By Order of the Directors,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1915. [464]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND OF TWENTY DOLLARS per Share for the year 1913, and an INTERIM DIVIDEND OF THIRTY DOLLARS per Share for the year 1914, will be Payable on FRIDAY, the 23rd instant.

Warrants may be had on application at the Office of the Society on or after that date.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 23rd April, 1915. [533]

THE CHINA-BORNEO CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWELFTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, 81, George's Building, at Noon TO-MORROW (FRIDAY), the 30th April, 1915, to receive a Statement of Accounts for 31st December, 1914, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to the 29th April, 1915, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DARBY,
General Manager.
Hongkong, 13th April, 1915. [494]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on MONDAY, the 10th May, 1915, at 11.30 a.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th April to the 10th May, 1915, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 20th April, 1915. [527]

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the COLONIAL (HONGKONG) REGISTER of the Company will be Closed from SATURDAY, 1st May, 1915, until SATURDAY, 20th May, 1915, both days inclusive.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th April, 1915. [542]

THE HONGKONG ICE CO., LTD.

APPLICATION has been made to the General Managers to issue to CHOW YAU KUN duplicate Certificate for 10 Shares in the above Company upon the statement that the Original Certificate

No. 3050/3058—10 Shares HAS BEEN LOST.

NOTICE IS HEREBY GIVEN that if within 30 days from date hereof no claim or representation in respect of such Original Certificate is made to the General Managers they will proceed to deal with such application for a duplicate.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 26th April, 1915. [545]

WANTED.

AN ENGLISH NURSE to look after Two Young Children.

Apply—
"NURSE,"
Care of "Daily Press" Office.
Hongkong, 28th April, 1915. [547]

SOLIGNUM

FOR

WOOD WORK, BRICK WORK, ETC.

Absolute death to the White Ant.

Manufactured by

MAJOR & Co., HULL.

Supplied in

BROWN, RED AND GREEN COLOURS

OF VARIOUS SHADES.

Sole Agents—

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Telephone 1710.

Hongkong, 21st January, 1915. [182]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS, including a Fine Commodious Suite.

Apply—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [36]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the

GODOWN, No. 2, Lee Home Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [35]

HOUSES TO LET.

TO LET.

BOARD and RESIDENCE for Gentlemen with English Family in Kowloon.

Apply—
"O. K."
Care of "Daily Press" Office.
Hongkong, 27th April, 1915. [543]

TO LET.

ON the 1st of May, No. 27, CONDOTT ROAD, VERY LARGE DINING and DRAWING ROOMS, Three Excellent Bed Rooms and Bath Rooms; well furnished throughout.

Apply to—
Messrs. PERCY SMITH, SETH & FLEMING.
Hongkong, 24th April, 1915. [534]

TO LET.

A HOUSE in TORRES BUILDINGS, Kimberley Road, Kowloon.

Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 15th April, 1915. [501]

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
AREATON V. APCAR & Co.
Hongkong, 16th March, 1915. [393]

TO LET.

GODOWN, No. 94, Frazer East.

Apply—
KWONG SANG HONG, Ltd.,
No. 245, Des Vaux Road Central.
Hongkong, 19th February, 1915. [305]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply—
H. E. POLLOCK,
Princo's Building.
Hongkong, 30th January, 1915. [58]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [46]

TO LET.

GODOWN, No. 6, Duddell Street.

Apply—
A. B. AVASIA,
Care of "Daily Press" Office,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

88, THE PEAK, "THE RETREAT," 21, WONG-NEI-CHONG ROAD, 1 and 2, HINDEN VILLAS, Kowloon, 5 Rooms in "The Peninsula" Court.

FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Alexandra Buildings.
Hongkong, 20th April, 1915. [289]

TO LET.

A FLAT in Humphrey's Buildings, Kowloon.

"PENNYHUE," Maiden Row, Kowloon, 6-Roomed House with Tennis Court.

1 and 2, HINDEN VILLAS, Kowloon, 5 Rooms in "The Peninsula" Court.

FOUR-ROOMED HOUSES in Humphrey's Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., Ltd.,
Alexandra Buildings.
Hongkong, 20th April, 1915. [289]

TO LET.

OFFICES in St. George's BUILDING, Second Floor, overlooking Harbour.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

THE GROUND FLOOR of No. 8, DES VEAUX ROAD CENTRAL, occupied by Madame Gains, etc.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th February, 1915. [272]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms.

No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.

No. 27, BELLILIOS TERRACE, with entrance on Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"EGGESFORD," No. 124, THE PEAK, Unfurnished (6 Rooms), from 1st May, 1915.

"MERRION," No. 8, THE PEAK, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, ELGIN TERRACE.

"ROGATE," Austin Road, Kowloon.

No. 2, DES VEAUX VILLAS, 61, PEAK (Unfurnished).

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 1841.

AERATED WATER MANUFACTURERS

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

PINTS \$1 PER DOZ.

SPLITS 60 CTS. "

PYERIS.

Chemically, an exact reproduction of a well-known German spring, at half the price. Blends perfectly with Spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

PRICES—

\$0.85 PER DOZ. PINTS.

\$0.50 " " SPLITS.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

PRICE:—\$0.85 PER DOZ.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PRICES—

\$1.00 PER DOZ. PINTS.

\$0.60 " " SPLITS.

A. S. WATSON & CO., LIMITED.

HONGKONG OFFICE: 10A, DES VEAUX ROAD O. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 29TH, 1915.

GERMAN HATRED OF THE ENGLISH.

The French philosopher who wrote that "to know all is to forgive all" doubtless lighted upon a profound truth, but it is evident from present happenings in the world that the complete knowledge required in the great difficulty. Such knowledge, it may be said, is a matter of temperament—a vague word in itself, but the best to be found to convey that mixture of wisdom and refinement which MATTHEW ARNOLD called "sweetness and light." For many years workers in the cause of peace have been striving to bring about among the nations a closer knowledge of each other's affairs. It was held that international animosity was largely a matter of ignorance; that a knowledge of the manners, customs, ideas and feelings of other nations would result in bonds of friendship being formed, or, at the least, in the eradication of any sentiments of hostility. The idea was perhaps not incorrect; it is possible that insularity, which is not confined to islands, may be dissipated by freer acquaintance; but it remains certain that the foundation of this knowledge rests on the temperaments of the people themselves. If there is no cosmopolitan sentiment, no intellectual basis on which to found such knowledge, then the seed is only sown on barren ground. The case of Germany and England is to the point. Probably there has never been a country with a better knowledge of England than Germany. English is taught in most German schools, English literature highly valued and English ways and methods closely studied. Thousands of Germans every year made their way to England in some capacity or other to perfect their knowledge of the language or to gain an insight into business methods. Moreover, in all the English colonies and settlements Germans mixed freely with Englishmen,

associated with them in business and in pleasure on equal terms, and in every way were able to make themselves fully acquainted with English life and character. Whatever may have been the case as to the English knowledge of Germany and its people, there can be no question that German knowledge of England and the English was strikingly intimate. Yet the only result of this intimate knowledge is that to-day hatred of the English is the ruling passion in Germany. Are we to take it that international communion is a failure, or that the German temperament is at fault? If we affirm that the former is the case, then we must regard the barrier between nations as insuperable, for the bonds of self-interest cannot last for ever, however powerful they may be for a time in overcoming racial prejudices. Only the self-interest which recognises the solidarity of mankind is capable of doing lasting service, and such recognition is yet a long way off. Yet some hesitation must be felt in affirming that two nations cannot exist on perfectly friendly terms without some special tie to bind them. We know that absolutely friendly relations can exist between individual members of two races, relations founded on respect and esteem. Why, then, should they not be extended to the whole if they can affect a part? On the other hand, if it is said that the German temperament is at fault, a very sweeping charge is made. Nations, like communities, no doubt suffer from those changes which result in deterioration. The strong imitative instinct of man is a great factor in such cases. It is from this cause that arise what are known as waves of crime, and it is quite possible that from this cause also arises that astonishing callousness to international morality which is now apparent in Germany. What foundation is there for the present intense hatred of England observable in Germany? We may or not agree with Mr. BERNARD SHAW that whether Belgium was invaded or not, England would still have gone to the assistance of France, and even that the violation of international agreements is not peculiar to Germany. At the same time the fact remains that Germany, by invading a neutral country, utterly destroyed any possibility of a protest being raised by Englishmen against participation in the war. Germany may claim that it was only an excuse for England to participate in the war, but the unpreparedness of the island country for any continental adventure sweeps away this argument. A nation which has to enlist, train and arm an army before it can hope to do more than keep the foe at bay, can hardly be considered as looking for an excuse. On the land side England was obviously unprepared. That she was prepared on the sea side arose firstly from her insular position and secondly from the immense extent of territory she has to preserve against attack. The navy was her defensive instrument and the fact that she had to keep pace with the German navy in proportion to the extent of the interests she has to safeguard was the natural result of its being a defensive instrument. No person who has to guard himself against attack would go about more lightly armed than the strongest of his opponents. To regard the British Navy as a menace to Germany is therefore to overlook the whole circumstances of the two countries. At the beginning of the war England was only armed for her defence; that she is now arming for the defence of other countries must be put down to the faults of German statesmen, not to the fault of England. From what then does the German hatred of England arise, for never surely was there a clearer case of war being forced on England, and forced on England by Germany herself? The whole of the knowledge of England possessed by Germany has not availed to stem the resentment felt against the country which has baulked her of her prey; for to this the hatred of England must be ascribed. Evidently full knowledge, or even partial knowledge, does not make for forgiveness when the power to use the full knowledge rightly is lacking. No wonder that to many Englishmen it now seems as if the German study of their methods had something of a sinister intent.

Mr. H. E. Fulford, C.M.G., on the 18th instant, took up his old position, as H.B.M.'s Consul-General at Tientsin.

The ex-Prinz Heinrich Hotel, Tsingtau, is now under Japanese management and the name has been changed to Grand Hotel.

Mr. S. O. Limby, of the Shanghai firm of Tilley & Limby, has been granted a commission as lieutenant in the 74th Field Co., Royal Engineers.

A mail for Europe via Siberia closes to-day at 3 p.m.

The North China Insurance Company has declared an interim dividend for the year 1914 at the rate of twelve and a half per cent. upon the paid-up capital.

Dr. Francis Clark, Medical Officer of Health, and Mrs. Clark left for Rome yesterday by the P. and O. steamer *Nore*. Many friends assembled to bid them *bon voyage*.

Mr. Archibald Rose, of H.M. Consular Service, who has been appointed to investigate the progress of opium suppression in Kiangsu, left Shanghai on this mission last week.

Professor Frank J. Goodnow, Constitutional Adviser to President Yuan Shih-kai and President of John Hopkins University, is leaving the United States in June on a visit to Peking.

Mr. Eldon Potter, the well-known Hongkong barrister, is suffering from slight throat trouble, due to strain, and owing to his indisposition a case fixed for hearing at the Supreme Court yesterday in which he was concerned was adjourned.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals legs to acknowledge with thanks the following donation to the funds of the hospitals:—W. G. Humphreys & Co. (2nd sub.), \$30.

Mr. W. Adams Oram, Inspector of Branches of the Hongkong and Shanghai Bank, who left London two and a half years ago and has been engaged ever since on this work of inspection, arrived in Shanghai at the beginning of last week and will make a prolonged stay there.

The Rev. J. Kirk Macdonald delivers a lecture on "The Sun," at 8.30 to-night in the great hall of the University, under the auspices of the University Engineering Society. The lecture, which will be illustrated with numerous lantern slides, will be open to members of the general public.

The following gentlemen were sworn in at the Magistracy by Mr. G. H. Woodcock yesterday as Justices of the Peace:—Messrs. E. V. D. Parr, L. N. Lee, H. P. Smith, H. B. Playfair, To Cheung Shiu, U Hoi Chau, A. Dyer-Ball, W. Schofield, and R. A. C. North. Mr. E. H. Sharp, K.C., has also been appointed a Justice of the Peace.

The King has been graciously pleased to appoint Captain Dudley Graham Johnson, 2nd Battalion, The South Wales Borderers, to be a Companion of the Distinguished Service Order, for conspicuous ability on the night of November 5th and 6th, 1914, during the operations against the German positions at Tsingtau, and great gallantry in rescuing several wounded men whilst exposed to heavy machine-gun fire.

At the Magistracy yesterday a man was charged with returning from banishment. Inspector Gordon asked the Magistrate for a remand, as he required the defendant to be put up for identification in connection with a robbery reported a couple of days ago. The defendant was apparently alarmed at this prospect, and declared he was not the man whose photo appeared in the orders. He was escorted out of Court with difficulty, and in the prison yard he became exceedingly violent, and struggled with the police in charge of him. He was handcuffed and taken into a cell, and there vented his fury in exercising a remarkably strong voice to its fullest extent. The noise was so intolerable that he was again removed, this time to another cell, where he soon quietened down.

CRITICISM OF SANITARY BOARD.

In defending a Chinese summoned for failing to lime-wash his premises to the satisfaction of the Sanitary Board, Mr. A. B. Crow observed that the Board were unduly harassing his clients. Not only had the premises been lime-washed, but since the last hearing the whole matter had been put into the hands of a new contractor and done afresh. The premises had been lime-washed five times, and his client would be quite prepared to put the matter into the hands of a firm of architects and have the work done under their supervision.

Inspector Thompson stated that if the lime-washing had been done, it must have been done with a wash defective in quality. It was patchy, and did not reflect the blight as well as it should.

The case was adjourned.

In another case, in which the defendant was represented by Mr. Bulmer Johnson, the defence claimed that the premises had been lime-washed four or five times. A fine of \$5 was imposed.

THE WAR.

GERMANY'S CONDUCT OF THE WAR.

RIVALS "BARBAROUS SAVAGERY OF DERVISHES."

MALTREATMENT OF BRITISH PRISONERS.

CALCULATED CRUELTY AND CRIME.

THE DARDANELLES OPERATIONS

TROOPS ESTABLISHED ON BOTH SHORES.

BLOCKADE OF THE CAMEROONS.

GENERAL.

[THROUGH REUTER'S AGENCY.]

GERMANY'S TREATMENT OF BRITISH PRISONERS.

"DYING WITH THE BARBAROUS SAVAGERY OF THE DERVISHES."

LORD KITCHENER ON THE INDELIBLE STAIN ON GERMANY'S MILITARY HISTORY.

LONDON, April 27th.

In the House of Lords, to-day, Lord Kitchener, dealing with the treatment of British prisoners in Germany, emphasised that he had always held German officers in respect, but he had been forced, with the greatest reluctance, to accept as uncontestedly true the mal-treatment of British prisoners. The Germans had flagrantly violated Articles IV and VII of The Hague Convention. Our prisoners had been stripped, mal-treated, and even shot in cold blood. British wounded officers had been wantonly insulted and struck. It was only fair, however, to say that German hospitals were exempt from such charges although there had been indications of a lamentable lack of medical skill.

There had been a slight improvement in the treatment of prisoners latterly, owing to the work of the American Ambassador. He hoped to obtain evidence of the reprisals against British officers, which also was a contravention of The Hague Convention. Germany had abundantly proved her military skill and courage and could surely show a standard of military honour which would gain the respect of other nations. Instead, she had stooped to acts which would surely stain indelibly her military history, ying, as they did, with the barbarous savagery of the Dervishes. There was no soldier of any nationality, not heartily ashamed of the slur brought upon the profession of arms. The Germans only last week employed poisonous gases when their attack might otherwise have failed. This, again, was a contravention of The Hague Convention.

PREMIER ON "CALCULATED CRUELTY AND CRIME."

In the House of Commons, the Prime Minister (Mr. Asquith) characterised the treatment of British prisoners as "one of the blackest spots on even German war methods." He affirmed that at the end of the war we ought not to forget this horrible record of calculated cruelty and crime. "It is our duty," he declared, "to exact all possible reparation from those guilty. (Cheers.) It is not only our duty to these brave and unfortunate men, but the honour of the country and the plain dictates of humanity demand nothing less." (Loud cheers.)

BLOCKADE OF THE CAMEROONS.

LONDON, April 25th.

The London Gazette proclaims a blockade of the German Cameroons.

A PORTENTOUS CONFERENCE.

PRELIMINARY TO GRAVE DECISIONS.

Rome, April 27th.

The *Messenger* states that the Italian Ambassadors at London, Paris, Vienna, and Berlin have been summoned to Rome to confer with the Government.

Great importance is attached to the summoning of the Ambassadors, which is considered a preliminary to grave decisions.

M. Tittoni has already arrived. The Ambassador at Petrograd is unable to come owing to the distance and the difficulties of the journey.

[Havas Service.]

TRIESTE FEARS AN ATTACK.

TRIESTE, April 28th.

Fearing an attack by sea, all the hospitals have been evacuated and passengers are refused to men between the ages of 12 and 55.

[THROUGH REUTER'S AGENCY.]

SPEEDING UP SUPPLY OF WAR MUNITIONS.

QUESTION OF IMPORTATION OF LABOUR.

LONDON, April 27th.

The Imperial Government is communicating with the Governments of the Dominions on the subject of the importation of suitable labour to assist in the production of war munitions.

THE PERSIAN OIL FIELDS.

PIPE-LINE CUT BUT WORKS UNDEMANAGED.

LONDON, April 27th.

In the House of Commons, Mr. Roberts, in reply to a question, stated that a pipeline from the Persian oil-fields had been cut, but the works had not been damaged.

MAXIM-GUN BATTERY FROM NEPAL.

LONDON, April 27th.

His Majesty the King inspected at Buckingham Palace, a battery of 21 Maxim-guns, which had been presented by the Prime Minister of Nepal. His Majesty expressed his appreciation of the generosity of the donor.

His Majesty the King sent a message to the Prime Minister of Nepal thanking him for the gift of the guns, and intimating that he was sending them to the Army in France.

RESTRICTING EXPORTS OF RAW COTTON.

LONDON, April 27th.

The London Gazette publishes an order prohibiting the export of raw cotton except to France, Russia, Spain and Portugal.

THE BRITISH BUDGET.

LONDON, April 27th.

The Budget will be introduced in the House of Commons on Tuesday next.

[THROUGH REUTER'S AGENCY.]

INDIAN PAY FOR OFFICERS.

LONDON, April 27th.

In the House of Commons, Mr. C. H. Roberts (Parliamentary Under-Secretary to the India Office) announced that his Office has agreed with the War Office that stoppages from officers receiving Indian pay for rations for themselves, their servants, and charges be discontinued, and the charges already made refunded.

THE GOVERNMENT OF INDIA.

LONDON, April 27th.

In the House of Lords, Lord Crowe (Secretary of State for India) introduced the Government of India Consolidation Bill. The second reading of the Bill will be taken next week.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS NEAR ST. JULIEN.

LONDON, April 27th.

Field-Marshal Sir John French reports to-day that all the German attacks north-east of Ypres yesterday were repulsed. Our troops took the offensive in the afternoon and made progress near St. Julien and westward of that place. The French co-operated on our left and retook Hetsas, further northward.

In the course of the fighting our artillery took full advantage of several opportunities of inflicting severe casualties.

There is nothing to report from the remainder of the front.

HARTMANN'S WEILERKOPF RECAPTURED.

PARIS, April 27th.

To-day's communiqué states: We captured the summit of Hartmann's Weilerkopf yesterday, and took prisoners. Otherwise there is nothing to report, except the consolidation and extension of our progress both north of Ypres and on the heights of the Meuse.

ALLIES' PROGRESS NEAR YPRES.

HEAVY GERMAN LOSSES AT EPARGES.

PARIS, April 28th.

The evening communiqué says:—North of Ypres, the French and British continue to progress. We captured numerous prisoners, trench mortars, and machine-guns.

German attacks on the front Les Eparges-Saint Remy were completely repulsed. An officer counted 1,000 dead at one point only. We assumed the offensive, and are advancing.

We advanced 200 metres down the eastern slopes of Hartmann's Weilerkopf.

CANADIANS POISONED BY GAS.

LONDON, April 28th.

The War Office states that medical evidence shows that the Canadians perished in the recent fighting not from wounds but from poisonous gases employed by the enemy, contrary to the Hague Convention.

To-day's list of the Canadian casualties contains the names of 25 officers killed and 54 wounded.

LATEST CASUALTIES.

LONDON, April 27th.

The latest casualty list includes the names of the following:—

Killed: W. A. Davis (East Surrey's), J. R. Eddison, W. R. Knight, T. Norton, W. H. Paterson (East Surrey's), G. L. Watson (East Surrey's), J. B. Webb, G. Fawcett-Wesley.

Died of wounds: W. Hirst.

Wounded: A. R. Alcock, W. Allison, Second-Lieut. W. Cannon (Bedfordshire's), Second-Lieut. H. Christopherson (South Staffs), M. R. Crefton, S. Douglas-Will n. P. Ellis, A. E. P. Ellis, C. Emmett, C. A. Fletcher, B. Geary, V. Gilliland, L. Hussy-Macpherson, Lieut. C. Kennedy (Bedfordshire's), J. Lees (South Staffs), C. Lugard, J. Moyle, A. R. Munro (Yorkshire Light Infantry), F. Ogilvie, C. S. Reid, G. Roupell, J. L. Warren, G. Wigston, Second-Lieut. N. Williamson (Oxfordshire Light Infantry), A. M. Wilson (Gordon Highlanders), J. Worton.

Missing: P. C. Wynter.

Wounded and a prisoner: K. Ward.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE ALLIED FORCES IN THE DARDANELLES.

HARD FIGHTING.

LONDON, April 28th.

The War Office and the Admiralty announce that after a day of hard fighting in difficult country the troops landed at Gallipoli are thoroughly making good their footing, being effectively assisted by the Navy. The French have taken 500 prisoners.

A telegram officially published in Cairo says the landing was effected on both sides of the Dardanelles under excellent conditions. Many prisoners were taken. The forces continue to advance.

PARIS, April 28th.

An official announcement says in the landing of the Allied Forces on both shores of the Dardanelles on the 26th inst., the French troops, comprising infantry and artillery, were designated to operate at Kum Kaleh, on the Asiatic shore. They successfully accomplished their task. Supported by the guns of the French Fleet, and under the enemy's fire, they occupied the village and held it, despite seven counter-attacks by night covered by heavy guns. We took 500 prisoners. The enemy's losses were heavy.

The general disembarkation of the Allies continues under excellent conditions.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

RECENT WORK BY ENEMY AIRMEN.

junctions of Turco, Roubaix, Ingelmunster, Staden, Langemark, Thieft and Roulers.

[Havas Service.]

RUSSIAN AIRMEN BOMBARD NEIDENBURG STATION.

PETROGRAD, April 26th.

Russian Airmen have effectively bombed Neidenburg railway station.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

TRAWLER BLOWN UP IN NORTH SEA.

LONDON, April 29th.

The trawler *Recolo* was blown up yesterday in the North Sea. Eight of the crew of nine were severely injured. It is believed that the trawler struck a mine.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

STUBBORN FIGHTING IN CARPATHIANS.

AUSTRIAN BATTALION SURRENDERS.

PETROGRAD, April 28th.

A communiqué says that Austrian attacks in the Carpathians, to the North-east of Oraspatka, on the 25th inst., and east of the Uzak Pass on the 26th inst., were repulsed.

Stubborn fighting continues in the direction of Strij, where a whole Austrian battalion surrendered.

OBITUARY.

LONDON, April 27th.

The death is recorded of Lieut. General Granville George Cheswold-Stapleton. (The deceased General was born in 1823, and retired from the Army in 1881.)

INDIAN TRADE WITH JAPAN.

REMARKABLE EFFECT OF EXPERT'S VISITS.

A Bombay message to the Calcutta *Englishman* says:

The short sojourn of Dr. Shoji, commercial expert, sent out by the Japanese Government to Bombay some time ago, is having a very decided effect. Numerous enquiries regarding commercial possibilities are being made in Japan by Bombay merchants, some of whom have thought it better to proceed to Japan to secure agencies. A few have already left Bombay for Japan, while others, it is understood, intend sailing shortly. Professor C. J. Hamilton has left Calcutta for Japan, where he proposes to investigate recent industrial developments, and more particularly enquire into the methods adopted by the Japanese Government for the encouragement of manufactures.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

A JAPANESE ULTIMATUM?

PEKING, April 27th.

Yesterday Mr. Hiohi, the Japanese Ambassador, presented a catalogue of demands which might be construed into an ultimatum.

Some of the original demands have been modified, while others have been increased in their severity.

THE GERMAN RAIDERS IN MONGOLIA.

WHOLE PARTY REPORTED KILLED.

PEKING, April 27th.

It is reported that Captain von Pappenheim, the Attaché of the German Legation, and his party, who recently went into Mongolia for the purpose, it is stated, of destroying Russian means of communication, have been killed; that their bodies have been burned and their possessions looted.

GREAT FUNERAL PROCESSION AT PEKING.

PEKING, April 27th.

The funeral to-day of Yuan Sze Fung, who about six years ago was the Viceroy of the Two Kwang, was the biggest Peking has seen for a long time.

NEW MAGISTRATES.

PEKING, April 27th.

The recent examinations have resulted in the appointment of 2,550 new magistrates.

THE PROVINCES AND THE DOMESTIC BONDS.

PEKING, April 27th.

Reports from the provinces show that the following heads the list in the purchase of domestic bonds. The leading purchases were between \$200,000 and \$300,000 each. This is considered excellent progress.

CORRESPONDENCE.

SOLDIERS' ENTERTAINMENT FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—Pending a Committee being formed I enclose complimentary order for \$20 towards above Fund. It is a good idea, and I wish it could be applied generally to all friendly sailors and soldiers deserving a little care when visiting our shores.

W. E. CLARKE.

[Other subscriptions to the Fund have been received and a list will be published in due course.—Ed.]

"MRS. DOT" AT THE THEATRE ROYAL.

If it be true that there's a Divinity that shapes our ends, rough how we will," Mrs. Dot proved pretty conclusively at the Theatre Royal last night that in the case of a man divinity is often only another name for femininity. When at the close of the play we leave the charming widow in the arms of the man who has loved her all along without fully realising it, we rejoice that her machinations to extricate him from an irksome engagement have been successful, especially as they conduce to the happiness of her rival. In the rôle of "Mrs. Dot," Miss Gertrude Godart was irresistible to any but a confirmed cynic and misogynist like James Blenkinsop (Mr. Charles Howitt), and he, of course, did not count. As Gerald Halstead, Mr. Jack Elagert was to be congratulated in a double sense.

To-night the Company play the screamingly farcical comedy "Charley's Aunt," preceded by the one-act playlet "A Pair of Lunatics," played by Mr. Carl Lawson and Miss Doris Phillips.

AMALGAMATION OF NATIVE AND MARITIME CUSTOMS.

With the idea of saving expenditure incurred in the upkeep of the Office of the Superintendent of the Native Customs House, the Ministry of Finance, says a Northern contemporary, has deemed it expedient to place any Native Customs House which is within a convenient distance of a Maritime Customs House, under the control of the Superintendent of Maritime Customs and to have the office of the Superintendent of the Native Customs abolished. In this way it is estimated that a large annual expenditure will be saved.

AFTER TWENTY-SEVEN YEARS.

PRESENTATION TO MR. E. JONES.

A pleasing little ceremony took place at the Harbour Office yesterday, when Commander Beckwith, R.N., Harbour Master, made a presentation of an illuminated address, a pair of Ross' night glasses, and a silver clock to Mr. Edward Jones, the Assistant Harbour Master, who is leaving for home on retirement at the end of the week after 27 years' service.

In making the presentation on behalf of the whole staff at the Harbour Office, Commander Beckwith said that it was his painful pleasure that day to voice the sentiments of that department, and to convey to Mr. Jones their deep regret at his departure after 27 years of hard work for that office. They would all miss him greatly, and his personal view was that he would be losing a very valuable friend. Mr. Jones was the person who greeted him when he arrived in the Colony to take charge in October, 1903, and he would like to take that opportunity of saying how much he appreciated Mr. Jones' help in those days when he was "make learn" in that large port. Commander Beckwith then asked Mr. Jones' acceptance, on behalf of that department, of the three gifts mentioned.

The illuminated address contained the following:—

MR. EDWARD JONES.

"On the occasion of your departure from the Colony after some 27 years of strenuous and active work, we, the Staff of the Harbour Department, feel that we cannot allow you to leave without expressing our sincere regret at your departure. You have acted on ten different occasions as Assistant Harbour Master, and after the memorable typhoon of September, 1906, as Harbour Master. By your kindness, honesty, of purpose and civility, you have made a great number of warm friends in this Colony, and your conscientious work both in the office and afloat, together with your ripe experience and sound seamanship, has always been greatly appreciated by the various Harbour Masters under whom you have served. You and Mrs. Jones are about to proceed to England to enjoy your family and to enjoy a well-earned rest, and we hope that some day you will find congenial employment, and that you will long be spared to draw your well-earned pension. The address, which bore the names of Commander Basil Taylor, R.N., Commander Beckwith, R.N., and all the staff at the Harbour Office, also contained a painting of the Harbour Office along with a Government launch and a sampan.

In responding Mr. Jones said he did not know how to sufficiently thank them for their good wishes and valuable presents, and also for the honour they had done him in presenting him with such a unique and beautiful illuminated address. It was gratifying to know that his best endeavours in that department had been so appreciated by his superiors and staff, and he took that opportunity of thanking them all for their hearty co-operation, goodwill, and their readiness to help him during the smooth and heavy weather in that department. Now that he was on the eve of his departure he had some regrets, and he left them with mixed feelings. On the one hand his position of 27 years held him, on the other the calls of his children took him away from them. In conclusion Mr. Jones said he thanked them for the thought which prompted them to think so kindly of them. He felt deeply grateful for the sentiments, and, indeed, he would look back to the very many happy days he had spent in that department among them, and especially to the pleasing ceremony of to-day, with much pleasure and happiness.

THE "MINNESOTA."

THE SALVAGE OPERATIONS.

Mr. Watanabe, of the Ohashi Shokai, Moji, who recently visited the *Minnesota*, states that she is lying about four hundred yards from the wreck of the *Nico*. About 1,100 tons of hemp are being discharged into lighters from No. 1 hold and taken to Murotsu, where the lighters will be moored as there are no godowns for the storage of the cargo.

Salvage work has been undertaken by the Yamashima salvage firm, which is employing seven vessels. When this steamer is sufficiently lightened the rocks on which she is lying will be blasted and an attempt made afterwards to tow the ship off. There is no danger of the vessel sinking.

When refloated the *Minnesota* will probably be taken to Nagasaki for repairs. The weather at present is unfavourable for salvage operations, night work being impossible.

The cruiser *Fukuma*, which had been standing by the *Minnesota* since the accident occurred, left for Hiroshima recently as her presence was no longer necessary. Before her departure the commanding officer received a letter of thanks and appreciation from Captain Garlick, of the *Minnesota*.

It is stated that at the time the vessel struck Captain Garlick was in charge, the pilot having retired for rest.

THE SKI IN WAR.

SCOUTING ON SNOW-CLAD MOUNTAINS.

SPEED AND MOBILITY.

In the Vosges there were some encounters between patrols on ski; and slight progress was made by our troops to the south-east of Kolbschlag. A thaw has set in.

Such statements, which occur from time to time in the French communiqués, will have been read, says a correspondent of *The Times*, with a sudden thrill by those who have been wont to spend long happy days on ski in Switzerland or Norway. Their hearts will go out to the ski-runners who have had this chance of putting to practical use the long acquired for the sheer joy of being free of the mountains and they will feel for them in the disappointment implied in the word "thaw" which reduces all runners except the best to the same level of incompetence.

Ski, as it is hardly necessary to explain, are long narrow strips of wood used for travelling over snow. Their length enables the wearer to remain on the surface when he would otherwise sink in; and they have this advantage over snow-shoes, that they take him down a slope at any pace he has the heart for. It is the mobility which they confer in mountain districts that commends them to the military authorities, and in the north they have been used by soldiers for centuries. In the Northern Museum at Stockholm there is a run of stone from Uppland on which has been scratched a rough drawing of a warrior on ski. He is seen in profile and at first sight might be taken for an Assyrian at a siege; he is a bearded man wearing a conical helmet, and his weapon is a bow as tall as himself and as thick as his own thigh. His descendants probably accompanied Gustavus Adolphus, who made systematic use of ski-runners when campaigning in Norway.

IN NORWAY.

In Norway the people take to ski as Cossacks to horses; and there the formation of regiments of ski-runners did not entail the additional training that was necessary in warmer countries where recruits have first of all to be taught to keep their balance before their skis make them alarming to any one but themselves. Ski-runners formed part of the regular military organisation of Norway from the beginning of the 16th century; and they were important enough to be referred to in the *Almanac de Gotha* of 1793. From this we learn that the Ski-closter Corps consisted of 900 men in two battalions. They were armed with a musket and with an iron-shod stick, an inch and a half thick and three quarters of a half long.

If we are right in taking the stick, or all, at 45 in., we have here a pole 15 ft. long; and we are confronted with the possibility that these heroes were "stick-riders." Our authority goes on to say that this stick "leur procure non seulement beaucoup d'avantages de déplacement" when running, but that it acts also as a support for the musket when they wish to fire. He hastens, however, to add that the Norwegians are all such excellent shots that they never miss the mark "sans point d'appui."

The individual ski-runner is difficult to hit. "Les coups de fusil ne produisent pas grand effet, car le coureur en patins isole, repandant partout, parait avec la rapidité de l'éclair, tire et disparaît au même instant, pour reparaître dans un autre endroit." But his great advantage lies in this, that he is independent both of main roads and paths, since for him "toute contrée est battue"; and that he can travel fast and easily over marshes, lakes, and rivers, even when they are but slightly frozen. For this reason the ski-runner has no equal in winter at scouting, at carrying messages, or at harrying a flying foe.

IN ITALY.

In Italy the Italians do not use battalions of ski-runners; they are content to attach a few individuals to each company of Alpine and mountain battalions. For the last eight years these men have been systematically trained, courses of instruction taking place at suitable places in Piedmont. In December the officers, together with a few picked non-commissioned officers, are sent out for a period of 10 days with a professional "moniteur" to teach them. What is taught in the special course is the use of ski from the sporting and technical standpoint. It is followed by the general training of all ski-soldiers, and this lasts as long as the snow. The pupils of the first course have now become instructors and their business is to show their men how to put the art of ski-running to military uses; they teach not so much technicalities as tactics. To each of the 128 companies of Alpine are attached four ski-runners; and two to each of 32 mountain battalions. In France ski-running has become increasingly popular of recent years. In 1904 a military school for ski-runners was established at Briançon; and there the Chasseurs Alpins, together with the troops destined for the defence of the south-eastern frontier, receive their training.

As in Italy, a few ski-runners are attached to each of certain regiments; and these men are expected to cover 40 miles of hill country in a day—and that in full marching order. Great Britain does not lend itself to ski-running, and the formation of an efficient military ski corps in this country is at present impracticable. We have at the front plenty of men who ski. More than 60 members of the Ski Club of Great Britain are known to be serving with the forces; and it is probable that among the Gurkhas there are several runners.

SOLDIERS' NICKNAMES.

The British soldier is an inexhaustible nickname-maker. To perpetuate some achievement, to commend some distinctive quality, to condemn an unworthy action, to ridicule trifling regimental vagaries or traditions, and to deride anything which does not justify expectations in a nickname is promptly applied, writes George Bigwood in the *Manchester Guardian*. This is not a modern trait. From quite early times soldiers have nicknamed their comrades for their labours or their privations, their spirit, their discipline or their neglect, whether it be in camp on the march, in bivouac or in battle. Distinctive uniforms have always lent themselves readily to nicknames, and incidents in some of the great battles of the past have served to give regiments names which are to-day found in regimental records, although at the time of their bestowal they have been selected more as a sign of reproach than to commemorate some act of gallantry. The Royal Artillery Band, for instance, long ago received the appellation "The Forty Thieves." During the reign of William IV, the band—composed of forty players—was in great demand at the Royal Palace. It was usual for the Royal Household to provide wax candles of superior kind as the illuminant, and afterwards performance the partly-used candles were appropriated by the bandmen to light up their messrooms in barracks. The constant supply of new candles for the band performances caused an order to be issued from the Royal Household requesting the musicians not to consume the party-used candles. The news of this interdict spread, and the band was called "The Forty Thieves." The Royal Scots is the oldest regiment in the British Army, and it is from this circumstance that it gained the name of "Pontheil's Bodyguard." It seems that a dispute arose between the Royal Scots and the Picardy Regiment so far back as 1637 concerning the antiquity of the two corps. The Picardy Regiment claimed to have been on duty on the night after the Crucifixion. The Royal Scots, in reply, are reported to have said, "Had we been on duty, we should not have slept at all on that night, for we were on the great traditions of the regiment at Falkirk, recently, reminding his audience that the Royal Scots was probably the oldest regiment in the world. In an old Scottish pamphlet he had read that at one time the regiment was, perhaps not entirely but largely, with bow and arrow.

The "Right-about's" is the name by which the Gloucestershire Regiment is known. There is not a reason for this in the British Army. The name is a result of the official designation, for it recalls the distinguished conduct of the 1st Battalion when engaged to the front and rear at the same time in the great battle before Alexandria in 1801. The men of both battalions wear a badge on the back as well as on the front of their helmets. A quite subsidiary nickname is "The Old Braggs," taken from the name of one of their colonels, General Philip Bragg. History relates that on one occasion when brigaded with other regiments with Royal titles the colonel of the 1st Battalion (old 28th) gave the order:

"Neither King's, nor Queen's, nor Royal Marines."
But 28th Old Braggs.
Brass before and brass behind,
Never feared a foe of any kind;
Shoulder arms!

The Worcester (50th Foot) were the first to draw blood in the disturbances of 1770 which preceded the American War. This event won for them the name "The Vineopeners." They were also known as "The Ever-sworded Twenty-ninth," because for a number of years the officers always "dined wearing their swords." This custom arose out of a battle incident. When a part of the regiment was quartered at St. John's Island in the 18th century officers and men were surprised when unarmed, and slaughtered by Indians. Later the custom was modified in that only the captain and subaltern of the day dined at mess armed with the sword, a custom which is observed to-day.

The 12th (Prince of Wales' Royal) Lancers, called "The Supple Twelfth," from its rapid movement when in action at Salamanca, has a peculiar custom. By way of penance (it is said) during peace the band plays every night in the year, after "Last Post" is sounded, the "Spanish Chant," the "Vesper Hymn," and the Russian National Anthem. Tradition records that during the Peninsula War the regiment sacked a convent, and as a punishment for this sacrilege the authorities imposed the playing of the "Spanish Chant" as a means of atonement. The "Vesper Hymn" is played in accordance with the conditions laid down by the widow of an officer who was presented new instruments to the band over 100 years ago. The origin of playing the Russian Anthem is not known. This unique custom is known in the regiment as the "Penance." The men of the Queen's Own (Royal West Kent Regiment) when in Egypt in 1801 suffered greatly from ophthalmia. The regiment was then the 60th Foot and it became known as "The Blind Half-hundred." A name of which the regiment is proud is "The Gallant Fifteenth." This was gained in the Battle of Vimiera in 1807. The 97th Foot (or 2nd Battalion) was known as "The Celestials," because of their sky-blue facings. The Life Guardsman is known to most of us because in time of peace he wears a cuirass, a relic of the days when our soldiers went to battle clad in armour. Infantermen used to call the Life Guards "The Belles" and "Patent Satinets," but not in the hearing of these soldiers. The Royal Horse Guards when full dress are distinguished by being clothed in blue instead of scarlet, hence "The Blues," one of the few nicknames which have been officially recognised and which consequently appear in the Army List.

In the reign of George II. the 7th (Princess of Wales') Dragoon Guards was given the name "The Virgin Mary's Bodyguard," having been sent to assist the army of the Archduchess Mary Theresa of Austria. They also, with the 1st Dragoons, bear the name called "butchers on white horses" by the Germans. At home they are known as the "Bubly Jocks" (meaning a turkey cock)—a name derived from their uniform. They also, with the 1st Dragoons, bear the name "The Birdcatchers." At the origin of which is not known. At the siege of Delhi the natives called the Life Guards "The Queen's Royal Lancers." The Delhi Specimen, whilst the 15th Hussars are generally known to-day as "The Cherry Pickers" and "The Cherubins." The former name comes from the time when some of the men were taken prisoners while on outpost duty in a fruit garden in Spain, and the latter from the crimson trees.

A privilege not allowed to any other regiment is claimed by the Buffs (East Kent Regiment). The name "The Buffs" is derived from the colour of the facings, which was retained under special privilege after the Territorial organisation was adopted. This regiment also rejoices in the time-honoured privilege of marching through the city of London "with drums beating and colours flying without let or hindrance"—a privilege which comes from the train bands of Elizabethan days. The regiment has also been nicknamed "The Resurrectionists." This name was obtained at Albuera, where the regiment was dispersed by the Polish Lancers and reappeared almost immediately. The Norfolk Regiment bears the name of "The Holy Boys," because during the Spanish War the Spaniards took the figure of Britannia (which decorated their crossbells) to represent the Virgin Mary.

THE SACRED FLAME OF HATE.
INVOCATION TO THE GERMAN PEOPLE.

The following is a translation of an article which appeared on March 8th in the *Little War Gazette*, a weekly newspaper issued by the Germans in Lille in Germany.

FIRE.

(BY LIEUT. COLONEL KADEN.)

As children many of us have played with it; some of us have seen an outbreak of fire. First a small tongue-like flame appears; it grows into a devastating fury of heat. We are here in the field have seen more than enough of it.

But there is also the fire of joy, of sacred enthusiasm. It arose from sacrificial altars, from mountain heights of Germany, and lit up the heavens at the time of solstice and whenever the home countries were in danger. This year fires of joy shall flare from the Bismarck columns throughout the length and breadth of Germany, for on April 1st, just one hundred years ago, our country's greatest son was born. Let us celebrate this event in a manner deep, far-reaching, and mighty!

Blood and honour!
Let every German, man or woman, young or old, find in his heart a Bismarck column, a pillar of fire, now in these days of storm and stress. Let this fire, kindled in every German breast, be a fire of joy, of holiest enthusiasm. But let it be terrible, unfettered, let it carry horror and destruction! Call it hate! Let no one come to you with "Love thy enemy!" We all have but one enemy—England!

How long have we wooed her almost to the point of our own self-abasement. She would come of us, so leave to her the apostles of peace, the "No War" disciples. The time has passed when we would do homage to everything English—our cousins that were!

"God punish England!" "May He punish her!" This is the greeting that now passes when Germans meet. The fire of this righteous hate is all aglow. You men of Germany from East and West, forced to shed your blood in the defence of your homeland through England's infamous envy and hatred of Germany's progress, feed the flame that burns in your souls. We have but one war-cry: "God punish England!" His this to one another in the trenches, in the charge, hiss as it were the sound of licking flames. Behold in every dead comrade a sacrifice forced from you by this accursed people. Take tenfold vengeance for each hero's death!

You German-people at home, feed this fire of hate!
You mothers, engrave this in the heart of the babe at your breast!
You thousands of teachers to whom millions of German children look up with eyes and hearts, teach Hate, unquenchable Hate! You homes of German learning, pile up the fuel on this fire! Tell the nation that this hate is not un-German, that it is not poison for our people. Write in letters of fire the name of our bitterest enemy. You guardians of the truth, feed this sacred Hate!
You German fathers, lead your children up to the high hills of our homeland at their feet our dear country bathed in sunshine. You women and children shall starve; bestial, devilish conception. England will it! Surely all that is in you rises against such infamy!

Listen to the ceaseless song of the German forest, behold the fruitful fields like rolling seas, then will your love for this wondrous land find into fight words, "Hate, unquenchable Hate! Germany, Germany, above all!"

Let it be inculcated in your children, and it will grow like a landslide, irresistible, from generation to generation. You fathers, proclaim it aloud over the billowing fields, that the toiling peasant below may hear you, that the birds of the forest may fly away with the message; into the land that echoes from German cliffs send it reverberating like the clanging of bells from tower to tower throughout the countryside: "Hate, Hate, the accursed English Hate!"

You masters, carry the flame to your workshops; axe and hammer will fall the heavier when arms are nerved by this Hate.

You peasants, guard this flame, fan it anew in the hearts of your toilers that the hand may rest heavy on the plough that throws up the soil of our homeland.

What Carthage was to Rome, England is to Germany.

For Rome as for us it is a question of "to be or not to be."

May our people find a faithful mentor like Cato. His *ceterum censeo, Carthagenem esse delendam* for us means "GOD PUNISH ENGLAND!"

SHIPPING REPORTS.

The British str. *Sunghing* reports: Strong north-easterly winds and head sea.

The British str. *Haviching* reports: Light variable airs, cloudy and clear weather.

SHIPPING IN PORT.

STRAMERS.
BOERON CASTLE, British str., 3,650, Smith, 27th April—Manila 24th April, General—Dodwell & Co.
BOURBON, French str., 998, Lever Mont, 25th April—Saigon 22nd April, Rice—Onnes.
CHELSEA MARU, Japanese str., 1,100, Oka, 27th April—Hongkong 24th April, Coal—Order.
CHINGCHOW, British str., 1,195, Jno. Doyle, 25th April—Saigon 18th April, Rice—Shewan, Tomes & Co.
CHUNXING, British str., 1,011, Rees Lewis, 19th April—Swatow 14th April—Butterfield & Swire.
CHUSAN, British str., 1,337, R. Robertson, 24th April—Bangkok 13th April, Rice—Butterfield & Swire.
DAI MAU, Japanese str., 2,750, Y. Goto, 17th April—Wakamatsu 11th April, Coal—Mitsui Bussan Kaisha.
EUREKA, British str., 2,807, A. G. Bopa, 26th April—Hankow 10th April, Ballast—Asiatic Petroleum Co.
FRITHJOF, Norwegian str., 801, Jans Christensen, 24th April—Bangkok 16th April, General—Chinese.
HANOI, French str., 7335, Oh. Lo Chevalier, 24th April—Haiphong 25th April, General—A. R. Marty.
HONG BEI, British str., 9,003, Ogden, 14th April—Singapore 8th April, General—Chinese.
JADE, French str., 988, J. Faanier, 25th April—Haiphong 23rd April, General—Osaka Shosen Kaisha.
KARO, Chinese str., 901, Hogg, 21st April—Singapore and Saigon 17th April, Rice—Chinese.
KWANGTAN, Chinese str., 2,315, Stewart, 22nd April—Shanghai 16th April, General—Chinese.
KWANGTSE, Chinese str., 1,708, John McArthur, 24th April—Shanghai 21st April, General—Chinese.
LAERIS, British str., 1,350, Jenkins, 24th April—Kobe 16th April, Rice—Chinese.
LIANGCHOW, British str., 1,230, Benson, 25th April—Shanghai 22nd April, General—Butterfield & Swire.
LOKANG, British str., 979, D. W. Ritchie, 24th April—Haiphong and Hoihow 22nd April, General—Jardine, Matheson & Co.
MAUSANG, British str., 1,544, Alcock, 21st April—Sandakan 14th April, General—Jardine, Matheson & Co.
MONTAGUE, British str., 3,953, F. L. Davison, 22nd April—Vancouver, B.C., 16th March, General—C.T.R. Co.
MONGOLIA, American str., 6,750, Emery Rice 23rd April—San Francisco 27th March, General—Pacific Mail S.S. Co.
SHOD MARU, Japanese str., 3,614, Asakawa, 25th April—Shanghai 22nd April, General—Nippon Yusen Kaisha.
SHIMO MARU, Japanese str., 1,235, T. Otsuda, 16th April—Java and Tegal 16th April, Sugar—Mitsui Bussan Kaisha.
SURYUTSU MARU, Japanese str., 1,028, T. Yabuta, 15th April—Kobe 16th April, Coal—Order.
TAKSANG, British str., 977, R. A. Neibens, 24th April—Shanghai 23rd April, General—Jardine, Matheson & Co.
TAIYANG, British str., 2,000, P. W. O'Brien, 21st April—Sydney 3rd March, General—Butterfield & Swire.
TAIWAN MARU, Japanese str., 1,111, Sakai, 27th April—Haiphong 23rd April, Rice and Beans—Dodwell & Co.
TJABODAS, Dutch str., 7,800, E. Kroes, 23rd April—Java Coast and Macassar, General—Java-China-Japan Lijn.
TSINGTAU MARU, Japanese str., 1,520, K. Yamada, 26th April—Chingwang 10th April, Coal—Dodwell & Co.
TYMANOEX, Dutch str., 3,510, A. W. La Kory, 26th April—Batavia, General—Java-China-Japan Lijn.
WADA MARU, Japanese str., 1,950, Asai, 25th April—Mitsui Bussan Kaisha.
WIMBLEDON, British str., 2,438, J. Cantell, 26th April—Chingwang 10th April, Coal—Dodwell & Co.
YET MARU, Japanese str., 2,726, P. Iiani, 14th April—Wakamatsu 15th April, Coal—Mitsui Bussan Kaisha.
YUWANG, British str., 1,129, P. H. Rolfe, 27th April—Manila 24th April, General—Jardine, Matheson & Co.
ZAPRO, American str., 1,408, N. S. Ventorini, 22nd April—Saigon 18th April, Rice, Logs, and Merchandise—Order.

FORTHCOMING EVENTS.

TO-NIGHT
9.15 pm.—The Howitt & Phillips Co. at the Theatre Royal—"Charley's Aunt."

TO-MORROW
Noon—China-Borneo Co., Ltd., Meeting of Shareholders.
9.15 pm.—The Howitt & Phillips Co. at the Theatre Royal—"David Garrick."

Monday, 2nd May—
4 p.m.—Hongkong General Chamber of Commerce Meeting of Foreign Importers at the Secretary's Office, Chamber of Commerce, New Government Buildings.
5.30 p.m.—Royal Hongkong Golf Club Annual General Meeting at the Club House, Happy Valley.
Monday, 3rd May—
11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.

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Hongkong, 13th March, 1915.

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SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, T. Odner, 27th April—Bangkok 19th April, Rice—Thorson & Co.
 CHANGCHOW, British str., 1,203, G. Moore, 28th April—Bangkok 18th April, General—Butterfield & Swire.
 DAIJIN MARU, Japanese str., 893, K. Murakami, 28th April—Swatow 27th April, General—Osaka Shosen Kaisha.
 DAIJIN MARU, Japanese str., 1,000, S. Takahashi, 27th April—Hankow 26th April, Rice—Osaka Shosen Kaisha.
 HAICHING, British str., 1,267, W. C. Passmore, 28th April—Fuechow 25th April, General—Douglas LaPraik & Co.
 HANGSANG, British str., 1,350, S. Wilkie, 28th April—Saigon 23rd April, Rice—Jardine, Matheson & Co.
 KANGCHOW, British str., 1,222, J. Gibbs, 28th April—Shanghai 24th April, General—Butterfield & Swire.
 SUNGKIANG, British str., 957, I. Robinson, 28th April—Hankow 23rd April, General—Butterfield & Swire.
 TAIKANG, Chinese str., 1,970, Westerlund, 28th April—Shanghai 24th April, General—Chinese.
 TAIKANG, Dutch str., 3,061, A. Oldenburg, 28th April—Saigon 22nd April, Rice and Wood—Chinese.
 TOMI MARU, Japanese str., 2,507, I. Ikeda, 28th April—Vladivostok 20th April, Beans—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 28th April.
 ESANG, British str., for Shanghai.
 HUDSON, British str., for Yokohama.
 LOKSANG, British str., for Hoihow.
 JADE, French str., for Hoihow.
 WINAMAG, British str., for Bombay.

DEPARTURES.

28th April.
 HAINAN, British str., for Swatow.
 HANGCHANG, Chinese str., for Tientsin.
 KANGCHOW, British str., for Hoihow.
 KUNG PING, Chinese str., for Tientsin.
 KUNGCHOW, British str., for Hoihow.
 NIO MARU, Japanese str., for Bombay.
 SOKU MARU, Japanese str., for Swatow.
 TAKSANG, British str., for Canton.
 TATARAN, British str., for San Francisco.
 TSINGTAI, British str., for Canton.

PASSENGERS.

ARRIVED.
 Per Anna, from Bangkok, for Hongkong, Mr. and Mrs. E. B. M. Daniel and five children.

DEPARTED.
 Per Nippon Maru, for San Francisco, etc., Miss K. G. Gower, Mr. and Mrs. W. P. Fish, Mr. R. A. Boyers, Col. J. L. Johnson, Mr. W. B. Johnson, Dr. and Mrs. L. M. Johnson, and Mrs. G. Hayes, Mr. and Mrs. W. B. Wilson, Mr. and Mrs. E. P. Greer, Miss A. M. Newcombe, Miss M. E. Harrison, Miss G. E. Hule, Mr. H. P. Whittier, Mr. B. Meigs, Mr. Moore, Mr. S. V. A. Uddall, Mr. J. W. McConnell, Mr. E. H. Clancy, Mr. A. D. Long, Mr. R. S. Lo May, Mr. A. D. Cooper, Mr. M. Adair, Mr. C. L. Gilson, Mr. G. McElroy, Mr. C. McCarthy, Miss S. Robson, Miss Duncan, Rev. and Mrs. L. E. Gillen and children, Mr. and Mrs. J. S. Timpany, Dr. and Mrs. Walker, Mr. T. E. Dent, Mrs. T. E. Dent, Mr. G. B. Hick, Mr. J. Dans, Mr. H. R. Knipp, Mr. L. Puhig, Mr. M. Whittier, Mr. H. H. Mason, Mr. F. M. Cistone, Miss E. Rowe, Miss O. Johnson, Miss Johnson, Mr. and Mrs. G. G. Brown, Mr. H. P. Grandin, Mr. A. R. R. R. Colvin, Mr. and Mrs. A. T. Fajardo, Miss C. H. Morris, Miss A. M. Morris, Miss H. L. Higgins, Miss Uhlman, Miss E. Fay, Mrs. H. H. Higgins and child, Mrs. Higgins, Miss C. T. Higgins, Mr. William Apau, Mr. and Mrs. J. Wilkins and infant.

VESSELS EXPECTED.

AUSTRALIAN MAIL.
 The E. & A. str. St. Albans left Sydney for this port (via Queensland Ports and Manila) on the 27th inst., and may be expected to arrive here on or about 14th May.

INDO CHINA STEAM NAVIGATION CO., LTD.
 Fookang, from Moji, is due in Hongkong 30th April.
 Yutshing, from Singapore, is due Hongkong 1st May.
 Namsang, from Calcutta, is due Hongkong 4th May.

SHINE LINE, LIMITED.

Monmouthshire, from London, is due in Hongkong 19th May.
 Merionethshire, from London, is due in Hongkong 30th May.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. Shingo Maru, which left San Francisco on 3rd inst., is expected to arrive at this port via Honolulu, Japan ports and Shanghai on Friday, the 30th inst., at 3 p.m.
 The silk despatched hence per the str. Chigo Maru on the 15th March was delivered in New York on the 24th inst.

ON SALE

A TABLE OF THE
 RATES OF EXCHANGE
 AT HONGKONG
 FOR
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On the Day Preceding the Departure of the English Mails from the Year of the Close of the Indian Mints to the Free Coinage Silver.

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	On 7th May, at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, & LONDON	NELSON	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 12th May.
MARSHALLS VIA PORTS	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	On 5th June.
MARSHALLS, LONDON & LIVERPOOL	ERNEST SIMONS	Brit. str.	—	—	MESSAGERIES MARITIMES	On 1st May, at 1 P.M.
MARSHALLS, LONDON & LIVERPOOL	KALVO	Brit. str.	—	—	THE BANK LINE, LIMITED	On 10th May.
MARSHALLS, LONDON & LIVERPOOL	YAMAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 13th May, at Noon.
MARSHALLS, LONDON & LIVERPOOL	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 4th May, at 4 P.M.
MARSHALLS, LONDON & LIVERPOOL	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 14th May, at 3 P.M.
MARSHALLS, LONDON & LIVERPOOL	INDEADDO	Jap. str.	—	—	—	About 4th May.
BOSTON & NEW YORK VIA SUEZ CANAL	INVERIC	Brit. str.	—	A. Wallace	THE BANK LINE, LIMITED	On 8th May.
BOSTON & NEW YORK VIA SUEZ CANAL	MONSIEUR	Am. str.	—	Henry Rice	PACIFIC MAIL S.S. CO.	On 5th May, at 1 P.M.
BOSTON & NEW YORK VIA SUEZ CANAL	SHINTO MARU	Jap. str.	—	Elmer	YOKO KAISEN KAYU	On 11th May, at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	PERSEA	Am. str.	—	J. Hill	PACIFIC MAIL S.S. CO.	On 13th May, at Noon.
BOSTON & NEW YORK VIA SUEZ CANAL	NIPPON MARU	Jap. str.	—	A. G. Stevens	YOKO KAISEN KAYU	On 13th July, at 10.30 A.M.
BOSTON & NEW YORK VIA SUEZ CANAL	MONTEAGLE	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R.R. CO.	On 1st May.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SUITO MARU	Jap. str.	—	—	YOKO KAISEN KAYU	On 12th May.
AUSTRALIAN PORTS	TAITIAN	Brit. str.	1 m.	P. W. Grierson	BUTTERFIELD & SWIRE	On 5th May.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	F. Carter	GIBB, LIVINGSTON & Co.	On 15th May, at 10 A.M.
AUSTRALIAN PORTS	HUTACHI MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 17th May, at 11 A.M.
JAPAN	TAITATAP	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & MOJI	YATSHING	Brit. str.	—	Jacott	JARDINE, MATHESON & Co., LD.	On 5th May, at D'light.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th May, at 17 A.M.
NEWCHWANG	SHAOSHING	Brit. str.	1 m.	K. R. Frobber	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LIANGHONG	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI & KOBE	KANAGAWA MARU	Jap. str.	—	Higo	NIPPON YUSEN KAISHA	To-morrow.
" " " " " "	KANCHOV	Brit. str.	1 m.	B. H. Laver	BUTTERFIELD & SWIRE	On 2nd May, at D'light.
SHANGHAI, KOBE & YOKOHAMA	AMAZONE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd May.
SHANGHAI	LUCHOW	Brit. str.	—	D. R. Davies	JARDINE, MATHESON & Co., LD.	On 4th May, at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD.	On 6th May, at D'light.
SHANGHAI	CHRYSEAS	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 7th May, at D'light.
SHANGHAI	NUBIA	Brit. str.	—	A. E. Garwood, R.N.R.	P. & O. S. N. Co.	About 7th May.
SHANGHAI, KOBE & YOKOHAMA	NAOYA	Brit. str.	—	W. H. Swamy, R.N.R.	P. & O. S. N. Co.	About 10th May.
SHANGHAI, KOBE & YOKOHAMA	HINANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th May, at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	TOSA MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 11th May.
SHANGHAI	MIROBAG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMBU, & KEELUNG VIA SWATOW & AMOY	DALSHI MARU	Jap. str.	—	K. Matsunami	OSAKA SHOSHEN KAISHA	On 2nd May, at Noon.
SWATOW, AMOY & FOOCHEW	SAICHING	Brit. str.	2 h.	W. C. Pannore	DOUGLAS LAIPRAIK & Co.	To-morrow, at 1 P.M.
SWATOW	HATUMI	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAIPRAIK & Co.	On 2nd May, at 10 A.M.
SWATOW, AMOY & FOOCHEW	SAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAIPRAIK & Co.	On 7th May, at 1 P.M.
MANILA	CHANGANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & Co., LD.	On 1st May, at 3 P.M.
MANILA, CEBU & ILOILO	IBAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	On 4th May, at 4 P.M.
MANILA, CEBU & ILOILO	LOOYONG NG	Brit. str.	—	W. A. G. Jones	JARDINE, MATHESON & Co., LD.	On 8th May, at 3 P.M.
BATAVIA, OHERIBON, BAMBANG, & BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	CHINKINA	Brit. str.	1 m.	P. Finderson	BUTTERFIELD & SWIRE	On 11th May, at 4 P.M.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	TIKKHIBANG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	JINSEN MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 10th May.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	JATA MARU	Jap. str.	—	D. Fuchigami	OSAKA SHOSHEN KAISHA	On 3rd May, at Noon.
SINGAPORE, PENANG, BANGGOW & CALCUTTA	SANTHIA	Brit. str.	—	Robertson	DAVID GASSON & Co., LTD.	To-day, at 11 A.M.
SINGAPORE, PENANG, BANGGOW & CALCUTTA	CHYLOV MARU	Jap. str.	—	Thia, Mitchell	NIPPON YUSEN KAISHA	On 1st May.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., LD.	On 12th May, at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAME	Brit. str.	—	E. A. Matthews	JARDINE, MATHESON & Co., LD.	On 15th June.
SANDAKAN	MAORAN	Brit. str.	—	—	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
HOIHOW & PAKHOI	WINGHONG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 1st May, at Noon.
HOIHOW & PAKHOI	RUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HOIHOW & PAKHOI	LOISANG	Brit. str.	—	W. Q. Ritchie	JARDINE, MATHESON & Co., LD.	To-day, at 10 A.M.
HOIHOW & PAKHOI	TAKSANG	Brit. str.	—	W. McCleure	JARDINE, MATHESON & Co., LD.	On 1st May, at 10 A.M.
HOIHOW & PAKHOI	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSHEN KAISHA	On 1st May, at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAITS	TO SAIL
HAIPHONG	"LOKSANG"	Thursday, 28th Apr., 10 a.m.
SANDAKAN	"MAUSANG"	Friday, 30th Apr., Noon.
HAIPHONG	"TAKSANG"	Saturday, 1st May, 10 a.m.
MANILA	"YUNBSANG"	Saturday, 1st May, 3 p.m.
MANILA	"YATSHING"	Wednesday, 5th May, D'light.
SHANGHAI	"HANGSANG"	Thursday, 6th May, D'light.
SHANGHAI	"CHRYSEAS"	Friday, 7th May, D'light.
MANILA	"LOONGSANG"	Saturday, 8th May, 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 12th May, 3 p.m.

RETURN TOUS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji (Kure). They are equipped with 2nd class service, is supplemented by the "YATSHING," "KUTSANG" and "FOOKSANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning about 3 weeks to Hongkong. Time completed 5 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. Only qualified surgeons are also carried. Steamers have superior accommodation for First Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Choochow, Wai, Paine, Wai, Nankow, etc. Taking Cargo on through Bills of Lading to Koda, Lahad, Dava, Singapore, Penang, Uthmaniyah and others.

Telephone No. 215, Sub. Exch. 4. Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.

Hongkong, 20th April, 1915. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGCOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.

Telephone No. 215. AGENTS.

Hongkong, 15th April, 1914. [5]

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SIBIE" LINE SERVICE—HOMEWARDS.

STEAMERS DATE OF DEPARTURE

LONDON ... "MONMOUTHSHIRE" ... On 6th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Passage Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.

Hongkong, 25th February, 1914. AGENTS. [14]

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 5000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA ... Sailing WED'DAY, 5th May, at 1 p.m.

PERSIA (via Manila) ... TUESDAY, 13th May, at Noon.

KOREA ... WED'DAY, 23rd May, at 1 p.m.

SIBERIA ... TUESDAY, 1st June, at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morol, the world-famous chef. Large state-rooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—both water and land. The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141.

[18]

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1st MAY AND 3RD JULY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—VANCOUVER £31; LONDON £42 AND £45.

Rates to other Ports furnished upon application.

For Freight or Passage apply—D. W. CRADDOCK.

Hongkong, 26th March, 1915. [42]

VESSELS ON THE BERTH

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON & NEW YORK VIA SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

S.S. "INDEADDO"

On or about 4th May.

For Freight or information apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 23rd April, 1915. [478]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA"

Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port for BOMBAY on FRIDAY, the 7th May, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "MALAYA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the "MALAYA" from Colombo, due in London on the 23rd June, 1915.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1915. [1]

AMERICAN AND ORIENTAL LINE.

FOR BOSTON, NEW YORK VIA SUEZ.

THE Steamship

"INVERIC"

4,789 tons, Capt. A. Wallace, will be despatched as above on SATURDAY, 8th May.

For Freight, etc., apply to THE BANK LINE, LTD., General Agents.

Hongkong, 18th April, 1915. [488]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KALOMO"

Captain F. T. Srinney, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their place of destination in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 30th inst., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NUBIA	About 7th May.	Freight and Passage.
LONDON VIA USUAL PORTS	SARDINIA	Neon. 7th May.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAGOYA	About 10th May.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE	About 12th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 28th April, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NEWCHWANG	"SHANGHAI"	On 29th Apr. 4 P.M.
SHANGHAI	"LIANGCHOW"	On 29th Apr. 4 P.M.
HAIPHONG	"SUNGKANG"	On 30th Apr. Noon.
HOIHOW and PAKHOI	"WENCHOW"	On 1st May. Noon.
SHANGHAI	"KANCHOW"	On 2nd May. 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 4th May. 4 P.M.
SHANGHAI	"LUCHOW"	On 4th May. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th May. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL" "TAYING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAYING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule of service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Hongkong, 29th April, 1915. TELEPHONE 36. AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANTHA" 5182 tons, Captain Robertson will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 29th April, at 11 A.M.

S.S. "SANGOLA" 5184 tons, Captain Milne, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 28th April, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	3rd May.	On 15th May, 10 A.M.
ALDENHAM	14th May.	On 26th May, 10 A.M.
ST ALBANS	24th May.	On 22nd June, 10 A.M.
EMPIRE	3rd June.	On 17th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 30th April, at 1 P.M.
"HAUM"	Capt. A. H. Stewart	WED'DAY, 5th May, at 1 P.M.
"HATTAN"	Capt. J. W. Evans	FRIDAY, 7th May, at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAUMUN" ... Capt. A. H. Stewart ... SUNDAY, 2nd May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 29th April, 1915

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamers Displacement Tons and Speed. Leave Hongkong.

SHINYO MARU 22,000—21 knots ... TUES., 11th May.

CHIYO MARU 22,000—21 knots ... TUES., 8th June.

TENYO MARU 22,000—21 knots ... TUES., 29th June.

* NIPPON MARU ... 11,000—18 knots ... TUESDAY, 13th July.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON \$71.10...RETURN (6 MONTHS) £128.

FIRST CLASS TO NEW YORK \$60. ... " " £96.10.

" " " SAN FRANCISCO \$45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

MANZANILLO, SALINA CRUZ, PANAMA, CALLAO.

LIQUIDE and VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—15 knots	Wed'day, 12th May.

For Full Particulars as to Passage

ACTING AGENT,

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE	On 3rd May.

HOMEWARD

FOR	STEAMER	TO SAIL
MARSEILLES VIA PORTS	BERNARD SIMONS	On 1st May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS. TRANSHIPMENT on the C's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

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P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer "SEATTLE MARU" ... T. Saito ... FRIDAY, 14th May, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer "JAVA MARU" ... Captain ... FRIDAY, 30th May, at Noon.

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer "DAIJIN MARU" ... K. Murakami ... SUNDAY, 2nd May, at Noon.

"KAISO MARU" ... Y. Yamamoto ... SUNDAY, 9th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer "DAIGI MARU" ... S. Tokushige ... SATURDAY, 1st May, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer "DAIGI MARU" ... S. Tokushige ... SATURDAY, 1st May, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for 1st Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON	MIYASAKI MARU	16,000	THURSDAY, 18th May, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	THURSDAY, 23rd May, at Noon.
VICTORIA, H.O. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	TUESDAY, 4th May, at 4 P.M.
	AWA MARU	12,500	TUESDAY, 18th May, at 4 P.M.
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	MONDAY, 17th May, at 11 A.M.
	TANGO MARU	13,500	TUESDAY, 15th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU	13,500	SATURDAY, 1st May.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	JINSEI MARU	8,000	MONDAY, 10th May.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU	12,000	TUESDAY, 11th May.
SHANGHAI and KOBE	KANAGAWA MARU	12,500	FRIDAY, 30th April.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	HIRANO MARU	16,000	TUESDAY, 11th May, at 10 A.M.

\$ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers	Displacement	Leave Hongkong
MIYASAKI MARU	16,000 Tons	Thurs., 18th May.
KITANO	16,000	20th May.
FUSHIMI	25,000	1st June.
HIRANO	16,000	17th June.
KATORI	20,000	1st July.

FOR AMERICA.

Steamers	Displacement	Leave Hongkong
SADO MARU	12,500 Tons	Thurs., 4th May.
AWA	12,500	18th May.
ART	12,500	1st June.
TAMBA	12,500	19th June.
SHIDZUKA	12,500	Thurs., 27th July.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave to	Leave from	Connecting Steamer	Due at	Due at
YOKOHAMA	COLOMBO.	HAI KONG.	MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later).
P.M.		Noon.			
Apr. 26	SARDINIA	May 3	MALOJA	June 5	June 11
May 10	NUBIA	May 17	MOOLTAN	June 19	June 25
	ORIENTAL	June 1	MOLDAVIA	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £55. Return £97.	
2nd Saloon "A"	" " £59. " £83.	
2nd Saloon "B"	" " £44. " £66.	
1st Saloon "A"	Accommodation Single £51. Return £91.	
2nd Saloon "A"	" " £55. " £83.	
2nd Saloon "B"	" " £42. " £63.	
2nd Saloon "C"	" " £33. " £57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

L O N D O N

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'AILLES	Due at LONDON
	about	about	about	about	about	about
NELLORE	Apr. 26	May 7	May 12	May 13	June 17	June 26
NOVARA	May 10	May 21	May 23	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £63 Return. 2nd Saloon £33 Single; £48 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

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